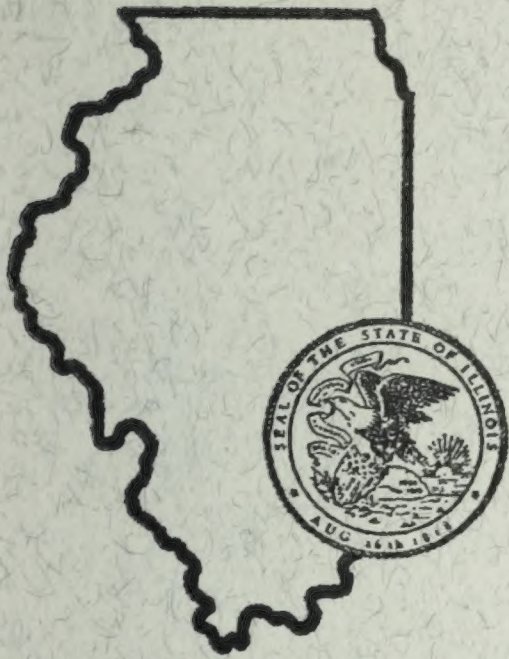


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STATE OF ILLINOIS  
OTTO KERNER, *Governor*

FRANCIS S. LORENZ, *Director*

VIRDEN E. STAFF,  
*Chief Highway Engineer*

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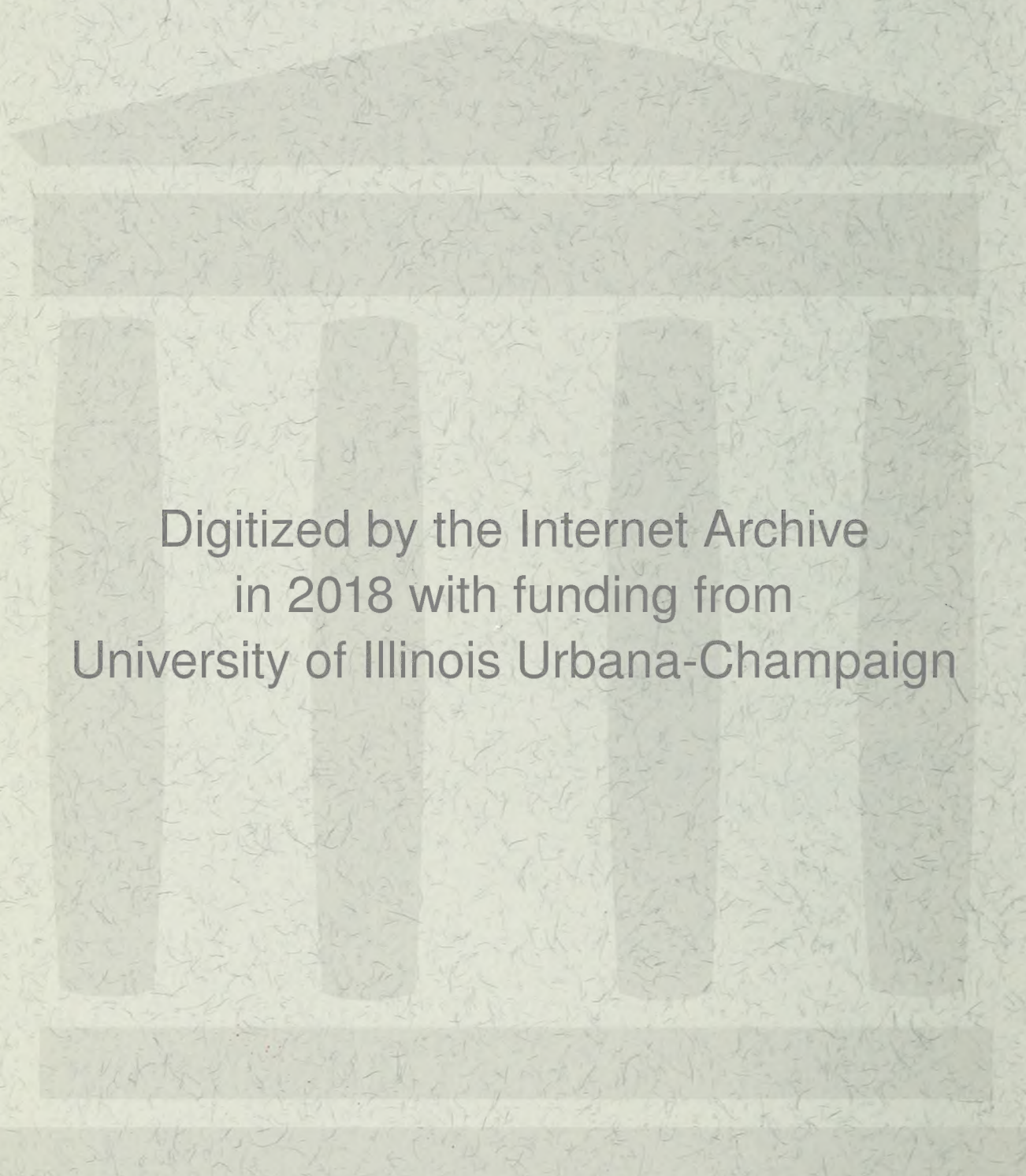
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**DIVISION OF HIGHWAYS**



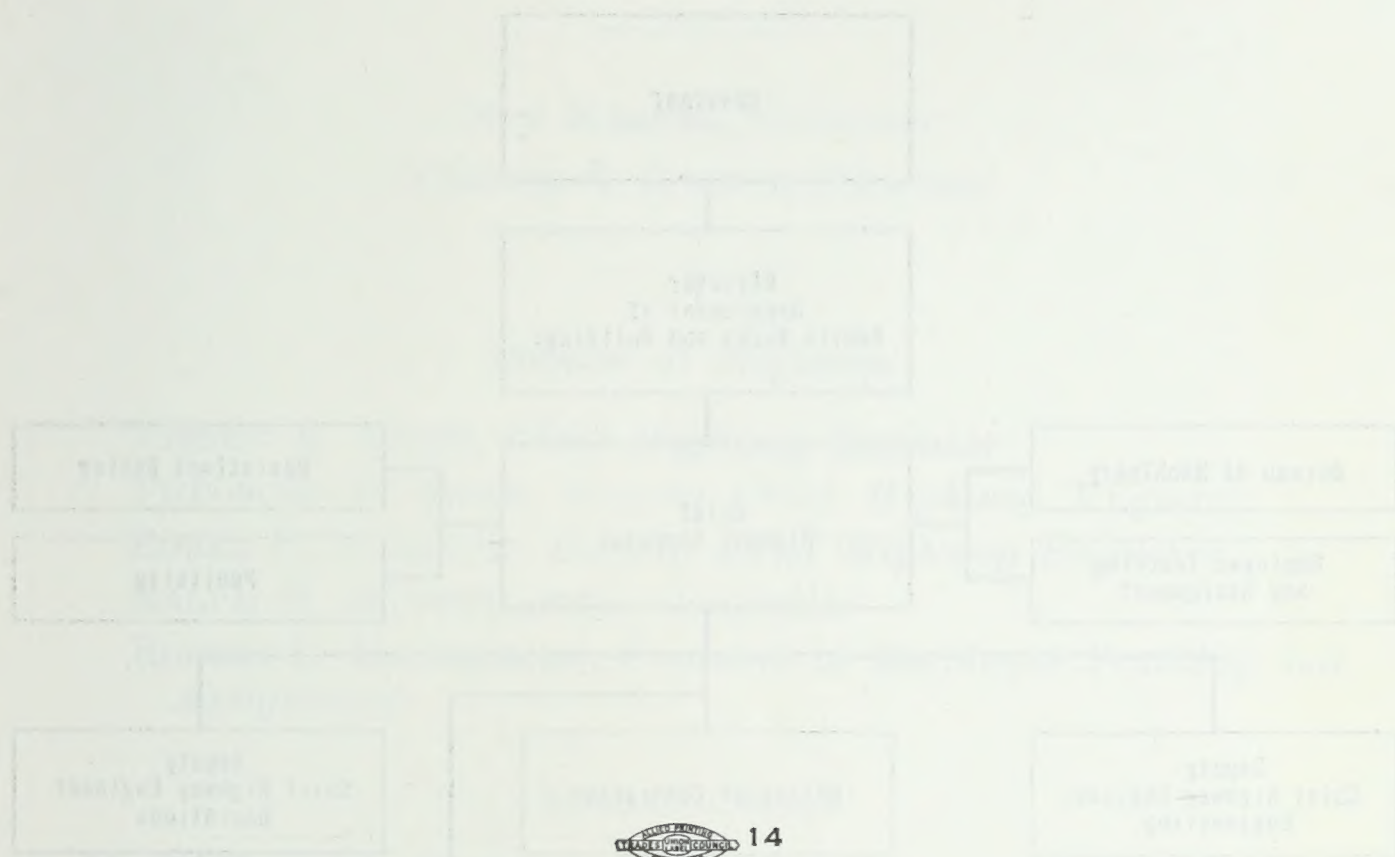


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ILLINOIS DIVISION OF HIGHWAYS  
ORGANIZATION CHART



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# ORGANIZATION CHART

## ILLINOIS DIVISION OF HIGHWAYS

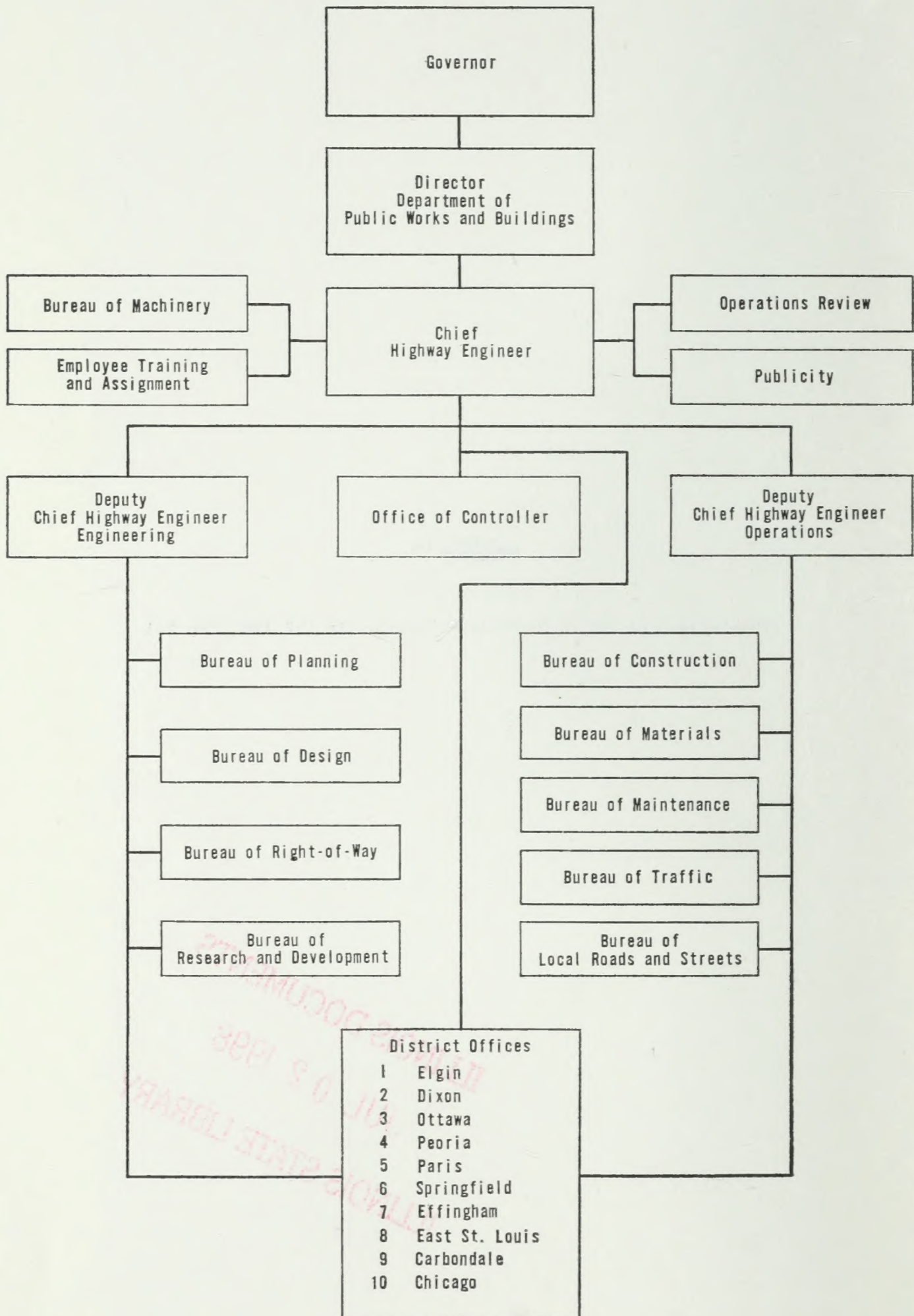


Figure 1



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Administrative Officers of  
The Department of Public Works and Buildings  
Division of Highways

December 31, 1966

---

OTTO KERNER, *Governor*  
FRANCIS S. LORENZ, *Director*

---

Division of Highways

VIRDEN E. STAFF, *Chief Highway Engineer*  
THEODORE F. MORF, *Deputy Chief Highway Engineer*  
ROGER F. NUSBAUM, *Deputy Chief Highway Engineer*  
RALPH E. BOWERMASTER, *Controller*  
ROBERT L. MCCrackEN, *Engineer of Employee Training and Assignment*

BUREAU CHIEFS

H. R. HANLEY, *Engineer of Right-of-way*  
W. E. BAUMANN, *Engineer of Design*  
R. D. SCHMIDT, *Engineer of Construction*  
F. A. DYKINS, *Engineer of Materials*  
H. O. SCHEER, *Engineer of Maintenance*  
R. D. BROWN, JR., *Engineer of Planning*  
J. E. BURKE, *Engineer of Research and Development*  
W. A. FRICK, *Engineer of Traffic*  
D. C. WIKE, *Superintendent of Transportation*  
C. J. VRANEK, *Engineer of Local Roads and Streets*

DISTRICT ENGINEERS

District No. 1—M. J. HARTIGAN, *Assistant*, Elgin, Ill.  
District No. 2—M. M. MEMLER, Dixon, Ill.  
District No. 3—O. A. EVANS, Ottawa, Ill.  
District No. 4—J. E. HARLAND, Peoria, Ill.  
District No. 5—J. C. MULGREW, Paris, Ill.  
District No. 6—E. K. DAMOTTE, Springfield, Ill.  
District No. 7—H. L. WEAR, Effingham, Ill.  
District No. 8—R. E. KRONST, East St. Louis, Ill.  
District No. 9—V. T. KUPEL, Carbondale, Ill.  
District No. 10—G. T. MARCH, Chicago, Ill.



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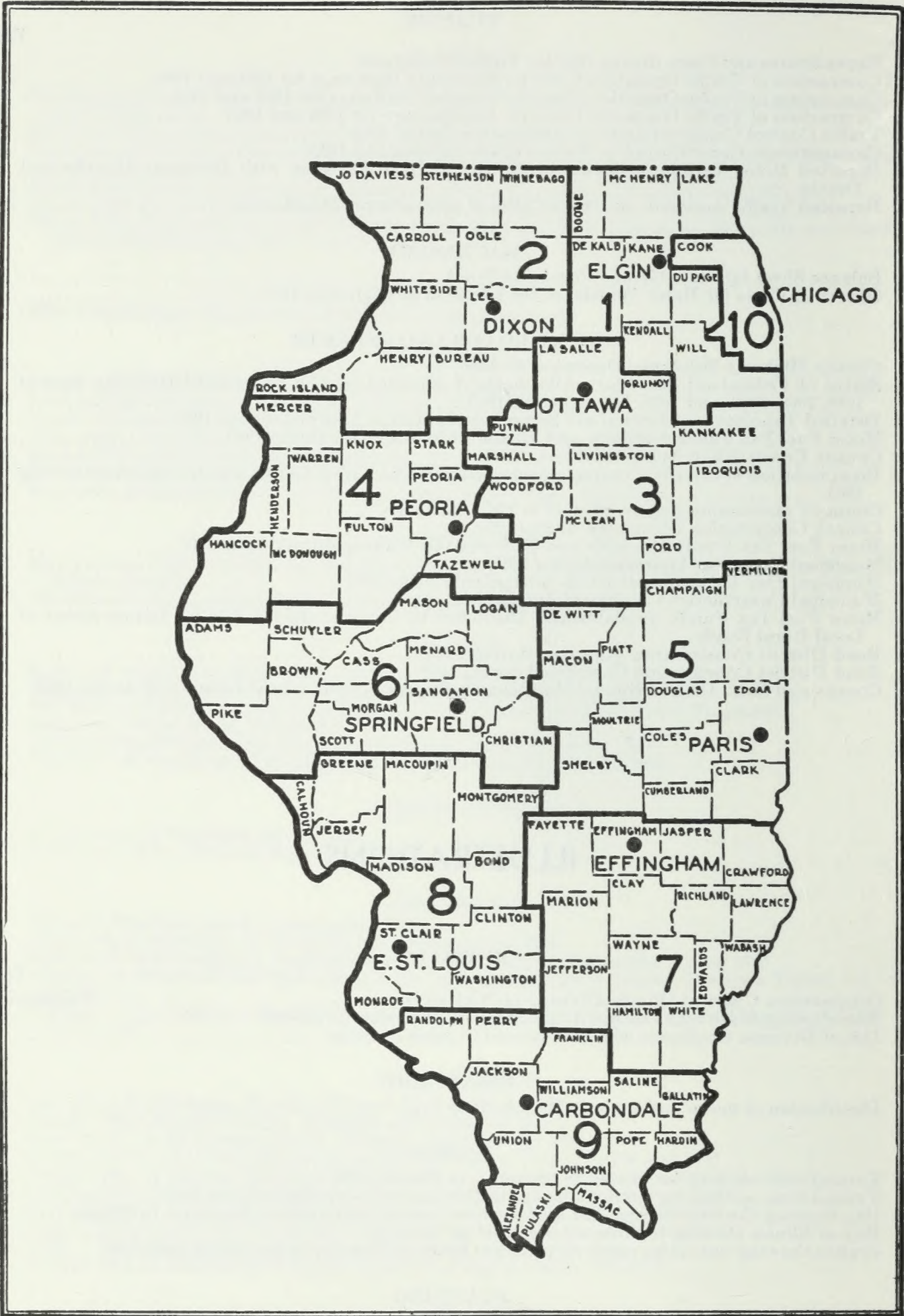


Figure 2.—Map showing State highway districts and the location of district offices.



# DIVISION OF HIGHWAYS

---

## I. SUMMARY

This 1965 Annual Report of the Division of Highways contains a detailed account of the administration, construction, and maintenance of State highways in Illinois for the year ending December 31, 1965.

The text, tables, and charts presented here describe the financial transactions of State highway funds; show the typical cross sections used; list the contracts awarded and work accomplished during the year; give the cost and description of maintenance and traffic operation work; and contain the amount of highway construction in local governments which is supervised by the State. Consequently, this report is considered the historical record of the year's work of the Division of Highways. Although printed in limited quantities, it is distributed to legislators and other governmental officials, contractors and engineers, and to public libraries.

1. ORGANIZATION.—The Division of Highways is one of the several divisions included in the Department of Public Works and Buildings. The Chief Highway Engineer, the executive officer of the Division, administers the highway work of the State with the aid of assistants, the central office and bureaus, and the ten highway districts. Figure 1, the organization chart of the Division of Highways, shows the relationship of the various branches in the Division.

During 1966 several changes were made in the administrative personnel of the Division of Highways. These changes were caused by retirement and death of key personnel. Therefore the list of administration officials given in the initial pages of this report are shown as of December 31, 1966 to give the latest information available at the time of printing this report. In Figure 2 the boundaries of the highway districts and the location of district offices are shown.

2. FEDERAL AID.—Federal-aid highway funds are made available to reimburse the states for the Federal share of highway construction costs. For interstate highways the Federal share is 90 per cent, but generally for construction purposes on the other Federal-aid systems 50 per cent Federal funds are available.

Federal apportionments are made well in advance of the fiscal year for which they apply. On August 30, 1965, the apportionment to the states for the 1967 fiscal year was announced. The nationwide



# SUMMARY

appropriation, the gross amount allocated to Illinois, and the net amount available for construction purposes are shown in the following tabulation:

1967 Fiscal Year Federal-aid Apportionments				
Federal-aid System	Nationwide Appropriation	Amount Available to Illinois		
		Gross	After Deduction for Planning	
			Amount	Per Cent
Interstate.....	\$3, 000, 000, 000	\$169, 557, 900	\$167, 014, 532	80.2
Primary.....	450, 000, 000	16, 606, 445	16, 357, 349	7.9
Urban.....	250, 000, 000	16, 053, 115	15, 812, 319	7.6
Secondary.....	300, 000, 000	9, 080, 985	8, 944, 771	4.3
Total.....	\$4, 000, 000, 000	\$211, 298, 445	\$208, 128, 971	100.0
Per Cent.....	100.0	5.3	5.2	

As a contribution to the Vietnam effort and for reduction of inflationary pressures, on November 23, 1966, the Federal Highway Administrator announced a cutback of \$700,000,000 in the Federal-aid apportionments for fiscal 1967 to a total of \$3.3 billion.

This nationwide cut reduced the gross Federal highway funds to Illinois from \$211,298,445 shown above to \$173,109,000, a reduction of \$38,189,445.

On October 7, 1966, the Secretary of Commerce announced the apportionment of Federal-aid highway funds for the year ending June 30, 1968. The total appropriation and the amount apportioned to Illinois follows:

1968 Fiscal Year Federal-Aid Apportionments				
Federal-aid System	Nationwide Appropriation	Amount Available to Illinois		
		Gross	After Deduction for Planning	
			Amount	Per Cent
Interstate.....	\$3, 400, 000, 000	\$192, 945, 988	\$190, 051, 799	82.2
Primary.....	450, 000, 000	16, 669, 197	16, 419, 160	7.1
Urban.....	250, 000, 000	16, 118, 305	15, 876, 531	6.8
Secondary.....	300, 000, 000	9, 115, 103	8, 978, 377	3.9
Total.....	\$4, 400, 000, 000	\$234, 848, 593	\$231, 325, 867	100.0
Per Cent.....	100.0	5.34	5.26	

The gross amounts summarized above are shown with apportionments of previous years since 1956 in the tabulation which follows:



SUMMARY

Federal-Aid Highway Act	For Year Ending June 30	United States (\$000)	Illinois	
			Allocation	Per Cent of Total
FEDERAL-AID INTERSTATE SYSTEM				
1956.....	1957 Supplement 1958 1959	1,000,000 1,700,000 2,000,000	\$47,148,832 80,153,014 93,684,148	4.715 4.715 4.684
1958.....	1959 Supplement 1960	200,000 2,500,000	\$9,415,493 127,559,000	4.708 5.102
1959.....	1961	1,800,000	\$91,380,960	5.077
1960.....	1962	2,200,000	\$111,053,250	5.048
1961.....	1963	2,400,000	\$124,851,600	5.202
1962.....	1964	2,600,000	\$135,255,900	5.202
1963.....	1965	2,700,000	\$139,746,870	5.176
1964.....	1966	2,800,000	\$145,660,200	5.202
1965.....	1967	3,000,000	\$169,557,900	5.652
1966.....	1968	3,400,000	\$192,945,988	5.675
Total interstate.....		28,300,000	\$1,468,413,155	5.189
FEDERAL-AID PRIMARY (EXCLUSIVE OF INTERSTATE)				
1956.....	1957 Supplement 1958 1959	56,250 382,500 393,750	\$2,189,083 14,885,768 15,191,611	3.892 3.892 3.858
1958.....	1959 Supplement 1960 1961	180,000 405,000 416,250	\$6,979,635 15,469,427 15,516,188	3.878 3.820 3.728
1960.....	1962 1963	416,250 416,250	\$15,614,202 15,513,518	3.751 3.727
1962.....	1964 1965	427,500 438,750	\$15,968,454 16,343,528	3.735 3.725
1964.....	1966 1967	450,000 450,000	\$16,578,576 16,606,445	3.684 3.690
1966.....	1968	450,000	\$16,669,197	3.704
Total primary.....		4,882,500	\$183,525,632	3.759



SUMMARY

Federal-Aid Highway Act	For Year Ending June 30	United States (\$000)	Illinois	
			Allocation	Per Cent of Total
FEDERAL-AID URBAN (EXCLUSIVE OF INTERSTATE)				
1956.....	1957 Supplement	31, 250	\$2, 198, 233	7.034
	1958	212, 500	14, 947, 982	7.034
	1959	218, 750	15, 310, 690	6.999
1958.....	1959 Supplement	100, 000	\$7, 034, 344	7.034
	1960	225, 000	15, 748, 139	6.999
	1961	231, 250	16, 104, 252	6.964
1960.....	1962	231, 250	\$14, 845, 085	6.419
	1963	231, 250	14, 828, 279	6.412
1962.....	1964	237, 500	\$15, 229, 044	6.412
	1965	243, 750	15, 550, 670	6.380
1964.....	1966	250, 000	\$16, 093, 859	6.438
	1967	250, 000	16, 053, 115	6.421
1966.....	1968	250, 000	\$16, 118, 305	6.447
Total urban.....		2, 712, 500	\$180, 061, 997	6.638
FEDERAL-AID SECONDARY				
1956.....	1957 Supplement	37, 500	\$1, 189, 296	3.171
	1958	255, 000	8, 087, 214	3.171
	1959	262, 500	8, 247, 143	3.142
1958.....	1959 Supplement	120, 000	\$3, 789, 068	3.158
	1960	270, 000	8, 378, 987	3.103
	1961	277, 500	8, 366, 794	3.015
1960.....	1962	277, 500	\$8, 570, 704	3.089
	1963	277, 500	8, 496, 860	3.062
1962.....	1964	285, 000	\$8, 750, 018	3.070
	1965	292, 500	8, 959, 941	3.063
1964.....	1966	300, 000	\$9, 058, 134	3.019
	1967	300, 000	19, 080, 985	3.027
1966.....	1968	300, 000	\$9, 115, 103	3.038
Total secondary.....		3, 255, 000	\$100, 090, 247	3.075
Total all systems.....		39, 150, 000	\$1, 932, 091, 031	4.935

<sup>1</sup> A cutback of \$700,000,000 in total Federal highway appropriations will reduce apportionments to Illinois for the 1967 fiscal year by \$38,189,445 or about 18 per cent. This table does not reflect this reduction.



SUMMARY

3. DESIGN.—The construction obligations incurred in 1965, exclusive of right-of-way, amounted to \$199,162,094.49. Included in this amount is \$15,036,885.23 which consists of monies obligated by railroad and utility project agreements, adjustments made on contracts awarded, other agency agreements, preliminary engineering agreements, additions and betterments, incidental work to 1965 construction, and Cook County and City of Chicago utility and railroad grade crossing improvements, etc. The remaining construction obligation, amounting to \$184,125,209.26, consists of contract awards for State highway work. Included are awards by the State, Cook County, and the City of Chicago. The amount of contract awards of each governmental unit and the highway system on which the awards were made are summarized below :

Class of Government	Interstate		Primary	Secondary	Other	Total	
	Amount	Per Cent				Amount	Per Cent
State of Illinois	\$76,694,856.91	76.2	\$56,869,858.30	\$19,574,211.74	\$465,754.20	\$153,604,681.15	83.4
Cook County..	5,114,321.94	5.1	3,439,777.31	.....	.....	8,554,099.25	4.6
City of Chicago	18,876,499.61	18.7	3,089,929.25	.....	.....	21,966,428.86	12.0
Total.....	\$100,685,678.46	100.0	\$63,399,564.86	\$19,574,211.74	\$465,754.20	\$184,125,209.26	100.0
Per Cent...	54.7		34.4	10.6	0.3	100.0	

A detailed discussion of the design work and a list of primary contracts awarded in 1965 are shown in Section V, Design. Federal-aid secondary contracts are listed in Section XIII, Local Roads and Streets.

4. CONSTRUCTION.—Improvements were completed for 691.06 miles of pavement surfaces in 1965. The following tabulation shows the unit of government responsible for the work and the miles completed on each system during the year.

Government	Miles of State Highways Improved in 1965			
	Interstate	Primary	Secondary	Total
State of Illinois.....	69.98	364.10	255.84	689.92
Cook County.....	.....	0.88	.....	0.88
City of Chicago.....	0.26	.....	.....	0.26
Total.....	70.24	364.98	255.84	691.06



# SUMMARY

In addition to the mileage of pavement surfaces completed, many bridges and grade separations were necessary. A tabulation of structures completed in 1965 follows:

System	Bridges		Grade Separations		Total Structures	
	New	Repaired or Widened	New	Repaired or Widened	New	Repaired or Widened
State of Illinois						
Interstate.....	30	2	84	16	114	18
Primary.....	40	75	19	14	59	89
Secondary.....	21	2	2	.....	23	2
Cook County						
Interstate.....	.....	.....	.....	.....	.....	.....
Primary.....	.....	.....	.....	.....	.....	.....
City of Chicago						
Interstate.....	.....	.....	5	.....	5	.....
Total by System						
Interstate.....	30	2	89	16	119	18
Primary.....	40	75	19	14	59	89
Secondary.....	21	2	2	.....	23	2
Total all systems.....					201	109

Miscellaneous other work completed during the year consists of placing 1,621,030 square yards of intermittent bituminous resurfacing, grading 26.3 miles under separate contract, and painting 65 bridges and other structures.

A list of the primary highway projects under construction, the name of the contractor, and a brief description of the work involved, is given in Table 24, Section VI of this report. Details of county, city, and local highway construction completed under State supervision are given in Section XIII, Local Roads and Streets.

Table 1 shows the mileage of pavement completed by the State or by local governments under State supervision, while Table 2 indicates the status of interstate highway work at December 31, 1965.



SUMMARY

TABLE 1.—PAVEMENT MILEAGE CONSTRUCTED BY THE STATE AND BY THE COUNTIES, CITIES, AND TOWNSHIPS UNDER STATE SUPERVISION.

Year	State Construction			County Construc- tion	City MFT Work	Total State, County, and City Work	Township Work <sup>4</sup>
	Federal-aid Interstate <sup>1</sup>	Primary	Secondary <sup>2</sup>				
1914.....				53.58		53.58	
1915.....				100.27		100.27	
1916.....				135.41		135.41	
1917.....				184.38		184.38	
1918.....		6.77		93.36		100.13	
1919.....		152.54		102.06		254.60	
1920.....		270.60		94.92		365.52	
1921.....		285.62		128.32		413.94	
1922.....		546.95		194.15		741.10	
1923.....		858.31		226.71		1,085.02	
1924.....		1,018.21		211.27		1,229.48	
1925.....		786.86		119.54		906.40	
1926.....		361.79		101.95		463.74	
1927.....		522.98		145.46		668.44	
1928.....		1,075.27		229.48		1,304.75	
1929.....		629.51		126.11		755.62	
1930.....		790.22		291.17		1,081.39	
1931.....		759.87		663.67		1,423.54	
1932.....		726.86		818.57		1,545.43	
1933.....		730.55	10.97	513.10		1,254.62	
1934.....		287.91	275.10	397.53	90.55	1,051.09	
1935.....		287.35	176.75	399.00	136.94	1,000.04	
1936.....		154.69	230.01	752.69	228.53	1,365.92	
1937.....		284.63	131.26	649.00	299.69	1,364.58	
1938.....		392.91	228.03	780.92	263.42	1,665.28	
1939.....		309.96	163.68	726.43	293.20	1,493.27	
1940.....		268.55	131.31	677.74	276.13	1,353.73	
1941.....		295.04	102.12	740.50	251.36	1,389.02	
1942.....		300.31	<sup>3</sup> 131.35	443.53	147.26	1,022.45	
1943.....		315.67	<sup>3</sup> 127.70	320.34	87.31	851.02	
1944.....		380.38	<sup>3</sup> 175.85	257.41	98.62	912.26	
1945.....		224.62	<sup>3</sup> 56.02	204.74	71.12	556.50	
1946.....		250.37	87.46	222.10	100.33	660.26	8,176.94
1947.....		<sup>5</sup> 311.32	159.51	293.88	133.96	898.67	8,504.41
1948.....		<sup>5</sup> 324.14	487.38	270.40	136.77	1,218.69	6,419.33
1949.....		<sup>5</sup> 434.13	298.41	353.79	181.58	1,267.91	7,047.57
1950.....		<sup>5</sup> 295.70	164.73	354.40	160.48	975.31	
1951.....		<sup>5</sup> 756.97	150.92	343.94	166.70	1,418.53	
1952.....		<sup>5</sup> 1,441.27	460.47	438.28	200.31	2,540.33	642.70
1953.....		<sup>5</sup> 872.12	562.19	323.34	230.61	1,988.26	1,666.29
1954.....		<sup>5</sup> 741.82	343.49	267.73	204.23	1,557.27	1,809.58
1955.....		<sup>5</sup> 371.86	535.69	331.65	301.34	1,540.54	2,018.60
1956.....		<sup>5</sup> 560.61	491.05	334.19	258.78	1,644.63	1,646.61
1957.....		<sup>5</sup> 510.96	524.93	273.17	213.67	1,522.73	1,753.53
1958.....	37.37	<sup>5</sup> 1,035.49	588.33	238.95	244.26	2,144.40	1,612.23
1959.....	40.77	<sup>5</sup> 648.20	672.36	346.09	208.17	1,915.59	1,563.98
1960.....	95.19	<sup>5</sup> 611.55	545.15	291.76	224.96	1,768.61	1,451.23
1961.....	45.94	<sup>5</sup> 571.20	457.84	255.12	196.84	1,526.94	1,301.17
1962.....	73.71	<sup>5</sup> 639.83	484.14	271.46	226.49	1,695.63	1,106.77
1963.....	86.34	<sup>5</sup> 616.65	428.64	212.43	258.97	1,603.03	963.06
1964.....	89.84	<sup>5</sup> 399.89	352.55	193.68	272.00	1,307.96	1,003.63
1965.....	69.98	<sup>5</sup> 364.10	255.84	188.98	136.93	1,015.83	722.99
Totals	539.14	24,783.11	9,991.23	16,688.65	6,301.51	458,303.64	649,410.62

<sup>1</sup> Prior to 1958, interstate work was included in the column showing primary mileage.

<sup>2</sup> Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State parks, State institutions, etc.

<sup>3</sup> Includes access roads not on the State system.

<sup>4</sup> Oiled earth and grading not included.

<sup>5</sup> Includes full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to surfacing with bituminous concrete. Mileage of base course and widening (most of which has been surfaced with bituminous concrete) was as follows: 1947—5.77 miles; 1948—6.86 miles; 1949—40.35 miles; 1950—73.29 miles; 1951—284.24 miles; 1952—551.15 miles; 1953—294.97 miles; 1954—252.05 miles; 1955—81.51 miles; 1956—117.84 miles; 1957—105.35 miles; 1958—174.40 miles; 1959—94.78 miles; 1960—81.04 miles; 1961—60.03 miles; 1962—70.69 miles; 1963—47.07 miles; 1964—28.30 miles; 1965—19.32 miles.

<sup>6</sup> The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1965 are the mileages actually constructed.



SUMMARY

TABLE 2.—STATUS OF WORK ON INTERSTATE ROUTES IN ILLINOIS AT  
DECEMBER 31, 1965.

FAI Route	Miles Opened to Traffic		Miles Under Construc- tion	Status of Remaining Mileage			Total Miles
	Free <sup>1</sup>	Toll		Right-of- way Being Acquired	Plans Being Prepared	Location Under Study	
24.....					38.0		38.0
55.....	236.1		2.3	3.6		29.7	271.7
57.....	122.7		27.6	181.2	21.5		353.0
64.....				25.2	98.4		123.6
70.....	80.1		9.7	48.8	21.8		160.4
74.....	89.0	0.5	21.1	89.6	14.3		214.5
80.....	120.5	4.3	20.1	18.5			163.4
90.....	19.6	73.7			12.5		105.8
94.....	45.9	28.8					74.7
255.....	2.3			7.8	9.3		19.4
270.....	12.7		2.6				15.3
280.....	3.0		1.0	4.2			8.2
294.....		48.1					48.1
474.....				6.1	7.8	0.6	14.5
494.....						21.0	21.0
Total.....	731.9	155.4	84.4	385.0	223.6	51.3	1,631.6

<sup>1</sup> The 731.9 miles of free interstate highways opened to traffic includes 581.2 miles completed to full interstate standards and 150.7 miles in use but on which additional work is necessary.

5. MAINTENANCE.—A summary of the mileage and cost of State highway maintenance and operation and costs per mile for 1965 follows :

System	Miles Maintained		1965 Costs for			
	At Dec. 31, 1965	Weighted Average	Mainte- nance	Operation	Total	Per Mile
Direct Maintenance						
Interstate.....	696.74	626.68	\$915,945.60	\$2,402,555.96	\$3,318,501.56	\$5,295.37
Regular.....	14,323.20	14,330.71	18,673,730.79	25,920,672.28	44,594,403.07	3,111.81
Expressway.....	105.19	105.13	1,287,012.99	5,681,309.57	6,968,322.56	66,282.91
Subtotal.....	15,125.13	15,062.52	\$20,876,689.38	\$34,004,537.81	\$54,881,227.19	\$3,643.56
Municipal Street Maintenance.....	809.57	809.57			703,855.98	869.42
Total.....	15,934.70	15,872.09			\$55,585,083.17	\$3,502.06

The cost per mile is calculated by using the weighted average mileage maintained during the year. Additional statistics concerning maintenance and operation of State highways are contained in Section VIII.

6. FINANCING.—A summary of receipts and disbursements of the Division of Highways for 1965 is shown in Table 3. The net revenue available to the Division of \$312,564,358.05 in 1965 was \$90,399,107.12 less than that of 1964. Although motor fuel tax and license fee revenues increased substantially, the lesser revenue in 1965 was caused by a great difference in the amount of Federal-aid funds received as reimbursements for work done. The State received \$248,-027,456.42 in Federal-aid reimbursements in 1964 while only \$137,-477,854.09 came from that source in 1965.



SUMMARY

TABLE 3.—SUMMARY OF THE REVENUES AVAILABLE TO AND EXPENDITURES BY THE ILLINOIS DIVISION OF HIGHWAYS DURING 1965.<sup>1</sup>

AMOUNTS AVAILABLE			
ROAD FUND REVENUES:			
Motor licenses and operators' license fee receipts.....	\$ 132,742,182.43		
Less Administration and collection costs.....	13,850,663.79	\$ 118,891,518.64	
Motor fuel tax deposited in Road Fund.....		\$ 60,486,545.03	
Counties' contribution to Federal-aid secondary projects.....		4,315,784.20	
Miscellaneous collections and refunds.....		7,011,642.29	
Federal aids and grants.....		137,477,854.09	
Subtotal.....		\$ 328,183,344.25	
Less Amount paid other State Departments.....		217,104,162.75	
		\$ 311,079,181.50	
MOTOR FUEL TAX REVENUES:			
Gross receipts from motor fuel tax.....	\$ 189,431,253.37		
Less Refunds on nontaxable motor fuel.....	\$ 13,769,198.00		
Dept. of Revenue administration expense..	387,761.36		
Allotted to down-State counties (Net).....	20,658,197.98		
Allotted Cook County (Net).....	18,936,681.50		
Allotted to municipalities (Net).....	55,088,527.96		
Allotted to townships and road districts....	17,215,164.99		
Grade Crossing Protection Fund.....	900,000.00		
State Boating Act Fund.....	504,000.00		
Motor fuel tax deposited in Road Fund....	60,486,545.03	187,946,076.82	1,485,176.55
Total net revenue all funds.....		\$ 312,564,358.05	
BALANCE ON HAND JANUARY 1, 1965.....		30,577,872.55	
Total.....		\$ 343,142,230.60	

AMOUNTS SPENT			
DIRECT EXPENDITURES BY DIVISION OF HIGHWAYS FOR:			
Construction.....	\$ 213,816,274.44		
Maintenance.....	57,275,284.68		
Administration and engineering.....	335,714,399.56		
Miscellaneous.....	45,741,041.96		
Total expenditures by Division of Highways.....		\$ 312,547,000.64	
ADVANCED TO COUNTIES AND MUNICIPALITIES TO AID STATE CONSTRUCTION.....		51,701,629.97	
Total expenditures (and loans) by Division of Highways.....		\$ 314,248,630.61	
BALANCE ON HAND DECEMBER 31, 1965.....		28,893,599.99	
Total.....		\$ 343,142,230.60	

<sup>1</sup> This tabulation does not contain the financial transactions of the State Garage Revolving Fund. The balances, revenues, and expenditures for this Fund is given in Table 54.

<sup>2</sup> Includes: Employees compensation..... \$ 295,235.65  
Treatment expense for injured employees..... 135,042.64  
Policing of highways..... 14,116,793.55  
Architectural services..... 143,091.71  
Commission to investigate, study, and formulate a highway plan for State..... 10,916.51  
Court of Claims Awards..... 140,432.56  
Operation of Motor Vehicle Laws Commission..... 2,263.20  
Public Works and Buildings—General Office..... 61,009.13  
Secretary of State  
Land and office building—Cook County..... \$ 314,411.29  
Addition to Centennial Building, Springfield... 1,884,966.51 2,199,377.80  
Total..... \$ 17,104,162.75

<sup>3</sup> Includes \$32,665,291.08 for administration and engineering and \$3,049,108.48 for highway buildings.

<sup>4</sup> Contains: Administration of MFT Law..... \$ 1,718,644.14  
Statewide highway planning survey..... 3,508,767.28  
Administration of safety responsibility law..... 387,652.38  
Development of Lake Taylorville..... 85,650.77  
Traffic Safety Promotion..... 40,327.39  
Total..... \$ 5,741,041.96

<sup>5</sup> These expenditures financed the counties' and cities' share of State construction which will be repaid to the State.



## SUMMARY

The balance in funds available for Division expenditure decreased \$1,684,272.56 during the year to \$28,893,599.99 at December 31, 1965, against which liabilities of the Division for contracts in force and other commitments amounted to \$125,112,962.50.

During 1965 the State advanced \$20,832,233.21 for principal and interest on the \$245 million Cook County Expressway Bond Issue which is being serviced from State Road Fund revenues. By the end of 1965 the State had advanced sufficient funds to retire \$98 million of this issue leaving \$147 million of principal outstanding to be furnished from Road Fund revenues in future years.

State highway revenues and disbursements are discussed in greater detail in Section III, Financing, of this report.

7. LOCAL ROADS AND STREETS.—Tables 4, 5, and 6 give the amount of motor fuel tax allotted to counties, municipalities, and townships during 1965 and the amount withdrawn by local governments for construction and maintenance of roads and streets under their jurisdiction.

Using State allocations of motor fuel tax funds and working under State supervision the counties completed 188.28 miles of road surfacing, graded 8.57 miles under separate contract, and constructed 7 bridges exclusive of work on expressways in Cook County. The municipalities surfaced 136.93 miles of streets and built 10 bridges, while townships and road districts surfaced 722.99 miles, oiled 84.42 miles, and built 46 bridges.

The work completed by counties and cities, as indicated above, does not include work on expressways by Cook County and the City of Chicago since this work is on the State highway system and included in Section VI, Construction.

Motor fuel tax allotted to each unit of government, the contracts awarded for local work under State supervision, and accomplishments during 1965 are shown in Section XIII, Local Roads and Streets.



SUMMARY

TABLE 4.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY  
THE COUNTIES OF ILLINOIS DURING 1965.

AMOUNTS AVAILABLE			
BALANCES JANUARY 1, 1965:			
Cook County, MFT Fund.....	\$	14,206,992.95	
Down-State Counties, MFT Fund <sup>1</sup> .....		14,321,487.95	
BALANCE AVAILABLE FOR COUNTY USE AT JANUARY 1, 1965.....	\$	28,528,480.90	
MFT ALLOTTED TO COUNTIES IN 1965:			
Cook County.....	\$	18,936,681.50	
Down-State Counties.....		20,658,197.98	39,594,879.48
Total motor fuel tax funds available in 1965.....	\$	68,123,360.38	
AMOUNTS WITHDRAWN			
Purpose	Motor Fuel Tax withdrawn		
	Cook County	Down-State <sup>1</sup> Counties	Total
Construction.....	\$ 11,297,520.31	\$ 5,339,801.27	\$ 16,637,321.58
Right-of-way.....	151,534.81	721,677.35	873,212.16
Engineering.....	1,476,859.72	1,111,563.08	2,588,422.80
FAS matching.....	241,195.08	1,232,695.54	1,473,890.62
Maintenance.....	—	9,704,707.01	9,704,707.01
Debt retirement.....	3,719,739.37	187,170.51	3,906,909.88
Miscellaneous.....	40,578.50	1,046,588.55	1,087,167.05
Totals.....	\$ 16,927,427.79	\$ 19,344,203.31	\$ 36,271,631.10
BALANCES, DECEMBER 31, 1965:			
Cook County.....	\$	16,216,246.66	
Down-State Counties.....		15,635,482.62	
BALANCE AVAILABLE TO COUNTIES, DECEMBER 31, 1965.....		31,851,729.28	
Total.....	\$	68,123,360.38	

<sup>1</sup> Down-State Counties refers to all counties excepting Cook County.

TABLE 5.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN  
BY THE MUNICIPALITIES OF ILLINOIS DURING 1965.

AMOUNTS AVAILABLE	
BALANCE—MFT FUND—MUNICIPALITIES, JANUARY 1, 1965.....	\$ 44,073,755.44
MFT ALLOTTED MUNICIPALITIES DURING 1965.....	55,088,527.96
Total.....	\$ 99,162,283.40
AMOUNTS WITHDRAWN	
Purpose	
Construction.....	\$ 18,579,610.04
Right-of-way.....	591,434.37
Engineering.....	3,890,527.28
Maintenance.....	18,651,211.99
Municipal indebtedness.....	5,943,786.30
Treasurer's fees and miscellaneous.....	93,169.47
Total motor fuel tax funds withdrawn.....	\$ 47,749,739.45
BALANCE AVAILABLE TO MUNICIPALITIES, DECEMBER 31, 1965.....	51,412,543.95
Total.....	\$ 99,162,283.40



SUMMARY

TABLE 6.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY THE COUNTIES OF ILLINOIS FOR TOWNSHIP AND ROAD DISTRICT ROADS DURING 1965.

AMOUNTS AVAILABLE	
BALANCE—MFT FUND—TOWNSHIPS AND DISTRICTS, JANUARY 1, 1965.....	\$ 17,560,057.96
MFT ALLOTTED TOWNSHIPS AND DISTRICTS IN 1965.....	17,215,164.99
Total.....	<u>\$ 34,775,222.95</u>
AMOUNTS WITHDRAWN	
Purpose	
Construction.....	\$ 6,614,518.40
Right-of-way.....	43,135.67
Engineering.....	806,145.99
Maintenance.....	8,814,723.08
Township indebtedness.....	67,599.48
Miscellaneous.....	7,497.97
Total motor fuel tax funds withdrawn.....	<u>\$ 16,353,620.59</u>
BALANCE AVAILABLE TO TOWNSHIPS AND DISTRICTS, DECEMBER 31, 1965.....	18,421,602.36
Total.....	<u>\$ 34,775,222.95</u>



# SUMMARY

## DIVISION OF HIGHWAYS EMPLOYEES WHO HAVE SERVED 25 YEARS OR MORE

Lauretta B. Abrell  
Edwin R. Ailes  
Harry J. Alton  
Albert E. Arter  
Eric B. Anderson  
Carroll K. Bair  
Vernon F. Barr  
Walter R. Berry  
Fremont H. Blandin  
Irwin C. Bliss  
B. M. Borrud  
Arthur C. Braming  
Herbert L. Brantley  
James R. Branton  
Frank P. Brock  
Harold G. Buchanan  
C. N. Bullard  
Lena Bundy  
Louis J. Burg  
John E. Burke  
Cyril V. Burns  
Genevieve Cain  
James L. Calhoun  
Barnett Campbell  
Earl W. Carter  
Kenneth I. Chase  
Cecil E. Chenoweth  
Paul E. Cogan  
T. Warren Connole  
Joseph B. Conroy  
Hazel M. Constant  
Lindo Corso  
Nathaniel B. Curran  
Earl K. Damotte  
John R. Danzer  
Nina Anna Denes  
Walter M. Dombrowski  
Ray E. Dunnington  
Fred A. Dykins  
Clarence W. Engel  
Vincent F. Esposito  
Robert E. Ferguson  
Freda J. Fischer  
Addie O. French  
Josephine O. Frey  
Robert N. Gamble  
Harold B. Gegal  
Otto B. Gerlach  
Robert B. Gove  
Harry P. Graham  
Wilfred E. Gronberg  
Jesse R. Gulick  
Ray P. Hamilton  
Helen M. Hanselman  
Frank W. Hansford  
Aurelius B. Harris  
Christian L. Heuer

Paul Hieber  
Corrie A. Hightower  
Harvey T. Hoffman  
Dolph Hoke  
Carl E. Holtman  
Vance E. Hopper  
C. R. Ihlenfeldt  
A. Noel Jamison  
John R. Johnson  
Robert W. Johnson  
Charles W. Jones  
H. Franklin Jones  
John G. Keller  
Robert R. Kenyon  
Edmund J. Kern  
Warren L. Kessler  
Arthur P. Kettenhofen  
Louis H. Kinsella  
Fred Kirchner  
Arthur G. Kistler  
Angela Kortenber  
William S. Krause  
Frederick T. Krueger  
Milton R. Lawrence  
Marian Lindsay  
Chris Locker  
William H. Lockhart  
Murrel E. Loffland  
Eddy Lund  
J. Rolland Lyons  
Lucille F. Mackay  
William J. Mackay  
Paul J. Malay  
Joseph S. Malecki  
Charles B. March  
W. M. Marshall  
Fred C. Mason  
Cyril P. Mathy  
John W. McCarty  
Walton A. McCree  
Gordon S. McDonald  
Eileen R. McFall  
Andrew W. Meloan  
Merton M. Memler  
Mary Hallene Moore  
Theodore F. Morf  
Bert Moskowitz  
John C. Mulgrew  
Claude R. Nicholson  
Gordon J. Nicholson  
Vivian E. O'Donnell  
John A. Olson  
Rea A. O'Neill  
Harold L. Owen  
William H. Page  
Melvin S. Parsons

S. Emmons Patterson  
Walter C. Peterman  
Marie Poppe  
Neil F. Pruitt  
Wesley C. Pruitt  
Charles N. A. Richards  
T. V. Richardson  
Joseph J. Rimsay  
H. Harold Roberts  
Ben O. Rosenberg  
Frank R. Runyen  
Harold E. Sanders  
William A. Sausaman  
Charles G. Saville  
Isaac O. Sawyer  
Henry O. Scheer  
George G. Schoenherr  
Harold J. Schwaab  
Robert E. Scribner  
Ralph W. Seabright  
J. R. Shelburne  
Harold I. Shively  
Elsie Slightom  
William N. Sommer  
Henry G. Spoerl  
Viola L. Suhr  
Theodore S. Swaback  
Mary Taposik  
Julian A. Taylor  
Edward A. Teufert  
John L. Thomas  
Noel F. Thomas  
Kenneth E. Tripp  
Clarence C. Uhl  
Archie V. VanAusdall  
Charles J. Vranek  
William M. Waller  
Raymond C. Walter  
R. B. Walters  
Ruth Ward  
Theodore V. Watrous  
Alma T. Weber  
Okla Genevieve Welle  
Joseph P. Welsch  
George Wildeson  
Louise M. Wildi  
Carl H. Wiley  
Robert D. Wiley  
Edward M. Willems  
Arthur D. Williams  
Irwin E. Winje  
Stanley Winn  
Wilmer H. Woelfer  
Glenn Younkin  
Thomas M. Yannello  
Gerald H. Zimmerman  
Waldemar H. Zumstein

Figure 3.



## II. LEGISLATION

1. GENERAL.—The Seventy-fourth General Assembly meeting in 1965 enacted 2,211 bills of which the Governor approved 1,931, approved in part 13, and vetoed 267. Table 7 lists the bills pertaining to highways and highway administration. Some of these are discussed in more detail in the following pages.

2. LAWS RELATING TO MOTOR VEHICLES.—*Senate Bill 283* exempts law enforcement officers employed by a municipality having a population of 500,000 or more (City of Chicago) from forwarding motor vehicle accident reports to the Department of Public Works and Buildings.

*Senate Bill 703* requires that a vehicle turning left within an intersection or into an alley, private road, or driveway must yield the right-of-way to traffic approaching from the opposite direction. This requirement previously applied to vehicles making a left turn at an intersection.

*Senate Bill 704* provides that a car which is overtaking and passing another must return to the right-hand side of the roadway before coming within 200 feet (was 100 feet) of any approaching vehicle.

*Senate Bill 706* requires a driver, when approaching an obstruction in his lane of traffic, to yield the right-of-way to traffic approaching from the opposite direction on the unobstructed portion of the roadway.

*Senate Bill 710* provides that it shall be unlawful for any person to leave the roadway and travel across private property to avoid an official traffic control device.

*Senate Bill 712* prohibits the driver of a motor vehicle from backing up on any controlled-access highway.

*Senate Bill 1270* specifies that no person shall operate a 1961 or later model passenger car after March 1, 1966, unless it be equipped with safety belts for the front seat.

*House Bill 289* changes the final date when a person must apply for reassignment of his motor vehicle license plate number from October 31 to September 30 and specifies that the application for reassignment must be received in the Office of the Secretary of State on or before September 30.

*House Bill 651* provides that all motor vehicle registration plates shall be coated with a reflectorizing material.

*House Bill 652, et al.*, increases the license plate fee and flat-weight tax by 50c on first and second division motor vehicles. This increase is effected to offset the cost of reflectorizing license plates as provided by House Bill 651.



TABLE 7.—BILLS PERTAINING TO HIGHWAYS AND HIGHWAY ADMINISTRATION  
ENACTED BY THE SEVENTY-FOURTH GENERAL ASSEMBLY—1965.<sup>1</sup>

Enacted as	Citation			Type of Act	Effect of Bill <sup>2</sup>
	Laws of Illinois 1965	Illinois Revised Statutes 1965			
		Page	Chapter		
HB 508...	477	5	33 & 42b	Amending: Agriculture and Horticulture...	Includes Sorghum alnum in the definition of a primary noxious weed seed. Makes certain revisions in the licensing and regulating of the acceptance of money from the public for remittance to the State.
HB 945...	1353	16½	91 et al.	Banks...	
HB 540...	1431	18	1a, 3, 5, 8 & 11	Canada Thistles and Other Weeds...	Includes Sorghum alnum in the definition of noxious weeds and increases fines.
SB 254...	1567	23	2001	Charities and Public Welfare...	
HB 1501*...	2969	24	9-2-48 & 9-2-138	Cities and Villages...	Allows revocation of a child's driver's license or permit for certain motor vehicle offenses. Makes interest on unpaid municipal special assessments accrue upon issuance of first voucher and provides for reimbursement of the public benefit fund.
HB 1909...	2754	24	7-1-1	Cities and Villages...	
HB 1362...	1973	31	10	Coroners...	Provides that corporate limits shall extend to the far side of any highway adjacent to territory annexed. Provides that the coroner shall require a blood test of motor vehicle death victims.
SB 335...	2191	34	3091.3 et al.	Counties...	
SB 887...	993	34	401 & 429.14	Counties...	Includes Monroe County in the area of operation of the Southwestern Illinois Metropolitan Area Planning Act. Permits the county boards to purchase or lease property for public purposes with certain provisions. Authorizes joint regional planning commissions to prepare and enforce zoning and building codes.
SB 1061...	2514	34	3003	Counties...	
HB 1707...	2688	34	3064, 3085, 3086, & 3087	Counties...	Provides that the Northeastern Illinois Metropolitan Area Planning Commission shall submit to the Department of Business and Economic Development for approval all proposed expenditures and Federal grant applications.
HB 1714...	1126	34	3091.14, 3091.35, 3091.36, & 3091.37	Counties...	
SB 116...	1943	38	60-1 et seq.	Criminal Law and Procedure...	Provides that the Southwestern Illinois Metropolitan Area Planning Commission shall submit to the Department of Business and Economic Development for approval all proposed expenditures and Federal grant applications.
HB 44...	14	42	410.11 & 410.12	Drainage...	
SB 1268...	1151	48	138.7 et al.	Employment...	Creates the Antitrust Act to prohibit restraint of trade, exempting motor carriers of property, with certain provisions. Authorizes the Department to enter into contracts with the Federal Government for construction, operation, and maintenance of the Rend Lake Dam and Reservoir.
HB 75...	306	48	172.51	Employment...	
HB 358...	887	48	853	Employment...	Provides for increase in payments for injuries under the Workmen's Compensation Act and makes other changes. Replaces County Court with Circuit Court in the Workmen's Occupational Diseases Act. Allows employers to act upon ability tests providing the tests do not discriminate because of race, color, religion, national origin, or ancestry.
SB 1286...	2439	48½	32.1 et al.	Engineers and Engineering...	
SB 212*...	2242	54	31 et seq.	Fences...	Redefines and enlarges the practice of professional engineering. Requires fencing of junk yards and provides penalties for violations.
HB 463...	322	57½	112a	Forestry...	
HB 466...	323	57½	6a	Forestry...	Empowers any conservation district to designate areas as nature preserves. Empowers any forest preserve district to designate areas as nature preserves.
HB 160...	858	63	42.31 et seq.	General Assembly...	
SB 266*...	488	82	21.01	Liens...	Requires that certain types of bills contain a note indicating the fiscal effect thereof on State finances. Provides penalties for any contractor who fails to pay a subcontractor who has executed a waiver of lien to enable the contractor to receive final payment.



TABLE 7. Continued.

Enacted as	Citation			Type of Act	Effect of Bill <sup>2</sup>
	Laws of Illinois 1965	Illinois Revised Statutes 1965			
	Page	Chapter	Paragraph		
SB 88...	972	95½	6-110, 6-206, & 6-401	Motor Vehicles.....	Makes certain restrictions on drivers under 18 years of age.
SB 182...	183	95½	5-101, 5-102, & 5-501	Motor Vehicles.....	Requires that in the original application for a new or used motor vehicle dealer's license the applicant must be approved for registration under the Retailer's Occupation Tax Act.
SB 253...	996	95½	6-205	Motor Vehicles.....	Provides for revocation of driving privileges of persons convicted of auto theft and of minors who are guilty of certain offenses.
SB 274*	425	95½	123	Motor Vehicles.....	Permits local authorities to designate yield right-of-way intersections.
SB 283*	425	95½	138.02	Motor Vehicles.....	Exempts Chicago police from the requirement that motor vehicle accident reports must be forwarded to the Department.
SB 452...	2279	95½	207, 210, 210a, & 210c	Motor Vehicles.....	Designates those vehicles which may use red, amber, or blue flashing, oscillating, or rotating lights.
SB 631...	971	95½	3-202	Motor Vehicles.....	Extends from 15 to 21 days the time period in which a security interest in a motor vehicle may be perfected.
SB 657...	2276	95½	1-184 et al.	Motor Vehicles.....	Provides that repossession of vehicles must have special \$25 per set registration plates with a maximum of two sets.
SB 658...	744	95½	282.14	Motor Vehicles.....	Allows the Illinois Commerce Commission to suspend initial tariffs or tariffs or classifications filed by any common carrier.
SB 702...	2285	95½	162	Motor Vehicles.....	Provides that directional signals shall not be used as a courtesy or "do pass" signal.
SB 703*	743	95½	166	Motor Vehicles.....	Requires that a left-turning vehicle at specified locations shall yield right-of-way to vehicles approaching from the opposite direction.
SB 704*	749	95½	155	Motor Vehicles.....	Prescribes length regulations when overtaking and passing on the left.
SB 705...	830	95½	148.1	Motor Vehicles.....	Requires an agricultural vehicle or road tractor moving on a State highway to display a red flag at least 12 inches square (was 15 inches).
SB 706*	830	95½	151	Motor Vehicles.....	Specifies when right-of-way shall be yielded when driving to left of center of a highway because of an obstruction.
SB 707...	829	95½	206	Motor Vehicles.....	Provides that after July 1, 1966, every motor vehicle and trailer must be equipped with rear stop lights and front and back turn signals.
SB 708...	970	95½	119.1	Motor Vehicles.....	Provides that it shall be a misdemeanor for a driver to refuse to stop when ordered or signaled to do so by a police officer.
SB 709...	749	95½	200	Motor Vehicles.....	Requires the rear license plate to be firmly attached and the numbers visible at 50 feet.
SB 710*	748	95½	128	Motor Vehicles.....	Makes it unlawful for a person to leave the roadway and travel across private property to avoid an official traffic-control device.
SB 711...	750	95½	188	Motor Vehicles.....	Specifies certain provisions when a motor vehicle is stopped or parked upon a one-way roadway.
SB 712*	743	95½	189a	Motor Vehicles.....	Prohibits the driver of a vehicle from backing up on any controlled-access highway.
SB 738...	2637	95½	282.14 & 282.15	Motor Vehicles.....	Provides that carriers of property within Cook County shall not be exempt from certain regulations.
SB 754...	998	95½	282.18	Motor Vehicles.....	Provides that a motor carrier operating without authority of the Illinois Commerce Commission may not transport property beyond the point of arrest, with certain exceptions.
SB 755...	824	95½	282.20	Motor Vehicles.....	Provides that Interstate Commerce Commission symbols required on the sides of a motor vehicle carrier can stand in lieu of Illinois Commerce Commission requirements.
SB 803...	825	95½	282.15	Motor Vehicles.....	Requires contract carriers of property in intrastate commerce to charge no more or less than rates specified by the Illinois Commerce Commission.
SB 852...	828	95½	222b	Motor Vehicles.....	Eliminates the requirement of showing empty maximum weight on the sides of second division vehicles.
SB 1270*	2791	95½	217.1	Motor Vehicles.....	Requires that after March 1, 1966, all 1961 or later model cars must have two sets of safety belts for the front seat.
HB 78...	340	95½	6-118	Motor Vehicles.....	Abolishes the office of constable in the Motor Vehicle Law.



HB 210...	1816	95½	3-104	Motor Vehicles.....	Provides that the Secretary of State may issue a certificate of title without proof of payment of the use tax if the applicant is registered under a leasing tax Act.
HB 289*..	338	95½	3-410	Motor Vehicles.....	Changes the final date on which a person must apply for reassignment of his motor vehicle registration plate number from October 31 to September 30.
HB 616...	702	95½	220.8	Motor Vehicles.....	Provides that safety inspections for trucks in counties other than Cook will be in March or April and September or October; was April and October only.
HB 637...	489	95½	230	Motor Vehicles.....	Requires an applicant for a permit to move oversize or overweight vehicles for hire to have a certificate, registration, or permit under the Motor Carrier of Property Act.
HB 640...	3209	95½	101 & 230	Motor Vehicles.....	Defines stinger-steered semitrailers and authorizes their use by permit on designated roads.
HB 651*..	927	95½	3-410	Motor Vehicles.....	Provides that all motor vehicle registration plates shall be reflectorized.
HB 652*..	916	95½	3-801.1 et al.	Motor Vehicles.....	Increases the registration fee and flat weight tax on most first and second division motor vehicles by 50 cents.
HB 653...	1233	95½	6-107 & 6-108	Motor Vehicles.....	Raises the minimum age for a driver's license from 18 to 21 for which the applicant must have parental consent.
HB 655...	701	95½	3-801.8	Motor Vehicles.....	Provides for an annual registration of fertilizer trailers with permanently mounted spreaders.
HB 656...	704	95½	199	Motor Vehicles.....	Exempts farm wagon type trailers with a permanently mounted fertilizer spreader from certain highway equipment provisions.
HB 943...	3274	95½	7-202	Motor Vehicles.....	Exempts from license suspension under the Financial Responsibility Act a motor vehicle owner or operator whose insurance company has failed, if he is ignorant of the failure.
HB 959...	1068	95½	282.25	Motor Vehicles.....	Provides for certain additional enforcement provisions of the Motor Carrier of Property Act.
HB 960...	699	95½	282.22	Motor Vehicles.....	Requires a filing fee of \$50 for each petition to reconsider a revoking order of the Illinois Commerce Commission.
HB 961...	707	95½	3-504	Motor Vehicles.....	Permits the transfer of motor vehicle registration plates when ordered by the Illinois or Interstate Commerce Commission.
HB 1045...	518	95½	154	Motor Vehicles.....	Lists instances when the driver of a vehicle may pass on the right of another vehicle.
HB 1046*..	517	95½	214	Motor Vehicles.....	Requires that on or after January 1, 1966, every motor vehicle, except motorcycles, must be equipped with a rear-view mirror.
HB 1047*..	516	95½	120	Motor Vehicles.....	Provides that persons engaged in highway work are still liable for reporting accidents, reckless driving, or driving while intoxicated.
HB 1048...	516	95½	203	Motor Vehicles.....	Changes from 16 inches square to 12 inches square the size of the red flag displayed on extended loads.
HB 1049...	705	95½	201	Motor Vehicles.....	Eliminates requirement that the rear license plate on second division vehicles must be firmly attached and lighted.
HB 1050...	704	95½	190.1	Motor Vehicles.....	Specifies when and under what conditions the door of a vehicle on the side of moving traffic may be opened.
HB 1051...	515	95½	190.2	Motor Vehicles.....	Provides that no person or persons shall occupy a house trailer while it is being moved upon a public highway.
HB 1052...	701	95½	101	Motor Vehicles.....	Defines house trailer.
HB 1101...	1234	95½	123 & 172	Motor Vehicles.....	Allows local authorities to prohibit U-turns, jaywalking, and parking during snow removal operations.
HB 1103...	2711	95½	145.1	Motor Vehicles.....	Includes competing in a race against time in the definition of drag racing.
HB 1212...	1066	95½	1-124 & 3-801.5	Motor Vehicles.....	Provides that farm trailers having a capacity of more than 400 bushels or a gross weight of more than 30,000 pounds shall pay a flat weight tax.
HB 1215...	1414	95½	4-102	Motor Vehicles.....	Makes definition change in offenses relating to altering or removing motor vehicle identification numbers.
HB 1363*..	936	95½	186	Motor Vehicles.....	Authorizes the Department to move abandoned or disabled vehicles off the highway.
HB 1364*..	2792	95½	185	Motor Vehicles.....	Provides that a disabled motor vehicle which is left on the main traveled part of the highway shall have one door unlocked.
HB 1401*..	2283	95½	235	Motor Vehicles.....	Provides that fines recovered from oversize, overweight violators arrested by the State highway police shall be deposited in the Road Fund, with an exception.
HB 1487...	2281	95½	3-801.6	Motor Vehicles.....	Increases the registration fee of municipal buses from \$2.00 to \$2.50.
HB 1488...	2282	95½	3-801.7	Motor Vehicles.....	Increases the registration fee of governmental, religious, educational, rescue, and school-operated motor vehicles from \$2.00 to \$2.50.
HB 1489...	2275	95½	3-801.8	Motor Vehicles.....	Increases the registration fee of farm vehicles from \$5.00 to \$5.50.
HB 1490...	2285	95½	3-801.9	Motor Vehicles.....	Increases the registration fee of vehicles with permanently mounted equipment from \$25.00 to \$25.50.
HB 1491...	2274	95½	3-801.10	Motor Vehicles.....	Increases the initial registration plate fee for dealers, transporters, and manufacturers from \$20.00 to \$20.50 and duplicates from \$3.00 to \$3.50.
HB 1492...	2275	95½	3-801.11	Motor Vehicles.....	Increases the fee for duplicate registration plates by 50 cents.
HB 1905...	2793	95½	6-205	Motor Vehicles.....	Provides for mandatory revocation of the driver's license following a conviction for drag racing.
HB 2180...	2788	95½	3-411 et al.	Motor Vehicles.....	Provides for the use of driveway decal permits by dealers at a fee of \$2.00.
HB 2188...	2780	95½	5-101 et al.	Motor Vehicles.....	Requires all car dealers to be bonded and to issue a Uniform Invoice for each motor vehicle transaction.
HB 2216...	2710	95½	123	Motor Vehicles.....	Provides that Chicago may prohibit the use of bright lights if a vehicle is equipped with both high and low beam lights.
HB 2220...	2790	95½	211-1	Motor Vehicles.....	Prohibits the sale of brake fluid for motor vehicle use after January 1, 1967, unless it is of a type and specification approved by the Department.
HB 455...	1251	105	468g & 468i	Parks.....	Designates certain areas as State Parks and State Conservation Areas.
HB 457...	1262	105	531 et seq.	Parks.....	Authorizes the Department of Conservation to participate in a Federal assistance program for the development of State recreational areas.
HB 464...	1079	105	503, 506, & 508	Parks.....	Provides that the Nature Preserves Commission shall advise the Department of Conservation on policies and submit a biennial report to the Governor.
HB 465...	343	105	8-14	Parks.....	Empowers all Park Districts to designate areas as nature preserves.



TABLE 7.—Continued.

Enacted as	Citation			Type of Act	Effect of Bill <sup>2</sup>
	Laws of Illinois 1965	Illinois Revised Statutes 1965			
		Page	Chapter		
HB 467...	341	105	465a, 466a, 466b, & 466c	Parks.....	Provides that the conservation district's control over nature preserves is subject to provisions of the Nature Preserves Commission and Act.
HB 1630...	977	105	468i	Parks.....	Renames the Wolf Lake Conservation Area in Cook County to the William W. Powers Conservation Area.
SB 1312...	2542	108½	14-135	Pensions.....	Removes the maximum age limit of 60 for membership in the Pension Code and provides for back contributions.
HB 1496...	2329	108½	14-121 et al.	Pensions.....	Defines certain time periods for membership service credit and makes other changes in the Pension Code.
HB 1718...	1576	108½	20-109 & 20-122	Pensions.....	Provides for a system of pension benefits for employees who have been transferred to a governmental unit that is covered by a different system.
HB 1861...	3215	109	1	Plats.....	Removes certain references relating to plats.
HB 1895...	3144	111⅔	353.1	Public Utilities..	Provides for the creation of a Local Mass Transit District to enclose an area of land that has less than 500,000 inhabitants to be known as the "participating area".
SB 1131...	2644	114	70	Railroads and Warehouses.....	Excuses railroad crossing obstruction by a train under certain circumstances.
HB 532...	2364	115	13	Recorders.....	Provides for the review of certain maps, plats, or subdivisions by the Department.
SB 145...	426	120	419b	Revenue.....	Provides that bulk users of tax-paid special fuel are not required to file a bond with the Department of Revenue.
SB 192*...	100	120	429	Revenue.....	Changes the time limit from 4 months to 1 year in which claims for State motor fuel tax reimbursements for loss or non-highway use must be made.
SB 1083*...	1120	120	424	Revenue.....	Changes from \$50,000 to \$100,000 the amount transferred each month from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund.
HB 642...	493	120	428 & 428a	Revenue.....	Permits bulk motor fuel users to keep records out of Illinois, with inspection provisions.
HB 1435...	2365	120	429	Revenue.....	Provides that claims for reimbursement for tax paid on motor fuel purchased before July 1, 1965, must be filed not later than 4 months after it was lost or used.
SB 277*...	427	121	7-202 & 7-202.1a	Roads and Bridges...	Permits the use of motor fuel tax funds for the construction and maintenance of county highway extensions in a municipality.
SB 278*...	429	121	6-701 & 6-701.2	Roads and Bridges...	Permits the use of motor fuel tax funds for the maintenance of any township or district road constructed or reconstructed by the Department.
SB 279*...	428	121	4-505	Roads and Bridges...	Enables the Department to convey interests in land it has acquired for the relocation of public utilities.
SB 281*...	2371	121	4-501	Roads and Bridges...	Authorizes the use of eminent domain proceedings to acquire inaccessible remnants of land.
SB 316*...	978	121	8-101	Roads and Bridges...	Allows the Department, county boards, and municipal authorities to further designate certain highways as freeways.
SB 401...	470	121	307.18a	Roads and Bridges...	Provides for reimbursement to the State from the Toll Highway Commission for claims paid to the State highway police for injuries or illness when policing toll highways.
SB 888...	1000	121	5-101, 5-101.11, 6-201, & 6-201.17	Roads and Bridges...	Permits county boards and highway commissioners of road districts to acquire highway construction and maintenance equipment, with certain limitations.
SB 1208*...	2483	121	411 et seq.	Roads and Bridges...	Provides for Illinois to enter into a compact with Indiana for establishment of an Illinois-Indiana Bridge Commission.
SB 1209...	2482	121	421 et seq.	Roads and Bridges...	Provides for the appointment of commissioners to the Illinois-Indiana Bridge Commission.
HB 68...	356	121	9-103	Roads and Bridges...	Abolishes the offices of "justice of the peace" and "constable" and adds "magistrate" to the Highway Code.



HB 102...	268	121	6-501	Roads and Bridges....	Requires the road district highway commissioner to determine, levy, and certify to the county board the amount of taxation needed for road purposes.
HB 193*..	1043	121	5-603	Roads and Bridges....	Empowers county boards in all counties except Cook County to levy the Federal-aid matching tax for certain purposes other than construction.
HB 194*..	1070	121	5-408	Roads and Bridges....	Makes certain changes in the powers of the county board in cities under 500 or less population.
HB 288*..	1289	121	9-112	Roads and Bridges....	Prohibits certain signs on highways.
HB 474*..	1116	121	451 et seq.	Roads and Bridges....	Prohibits billboards and other outdoor advertising devices adjacent to the National System of Interstate and Defense Highways.
HB 511*..	1416	121	9-113	Roads and Bridges....	Requires prior consent of highway authorities in certain instances of utility structure placement and construction.
HB 512*..	2719	121	5-205.1	Roads and Bridges....	Increases from 10 to 30 feet the clear span length of a bridge or culvert at which point the plan and specifications must be submitted to the Department for approval.
HB 602*..	573	121	4-201, 4-201.14, & 4-201.15	Roads and Bridges....	Authorizes the Department to construct, maintain and operate rest areas on State highways and to purchase certain lands.
HB 703*..	3005	121	5-601	Roads and Bridges....	Provides that the county boards, with the exception of Cook County, may exceed by .02% the maximum tax rate for county highway purposes.
HB 732*..	540	121	3-107.1	Roads and Bridges....	Allows the Department to make relocation payments to eligible persons when necessary on a State highway project.
HB 897*..	1286	121	6-207	Roads and Bridges....	Increases per diem and annual salaries of highway commissioners.
HB 1462*..	1288	121	6-201.1	Roads and Bridges....	Allows the highway commissioner to be present before the first Tuesday of September to determine the tax levy to be certified to the county board.
HB 1643*..	2559	121	6-201.15	Roads and Bridges....	Requires the highway commissioner of each road district to annually take an inventory of tools, machinery, and equipment owned by the district.
HB 2196*..	2921	121	4-509	Roads and Bridges....	Authorizes the Department to obtain land from other public agencies and to acquire land to replace that being obtained.
HB 2233*..	2825	121	8-105	Roads and Bridges....	Authorizes the Department, county boards, or municipal authorities to provide service drives for access to free-ways, highways, roads, streets, or alleys from adjacent areas.
HB 2264*..	2644	121	10-705	Roads and Bridges....	Authorizes municipalities to create sinking funds out of bridge tolls to be used for maintenance when the bridge is free.
HB 1752*..	2650	122	27-23	Schools.....	Requires all school districts to provide a specified course in driver education.
HB 1802*..	2373	122	29-12	Schools.....	Requires school buses that are no longer used for school purposes to be painted a color that contrasts to the regular yellow.
HB 1803*..	2386	122	29-12	Schools.....	Requires school buses to have an amber three bar clearance light.
SB 275*..	755	127	132.6	State Government....	Provides that prospective bidders on State purchases and contracts may be prequalified to determine their responsibility.
SB 276*..	842	127	132.6	State Government....	Requires that in a contract letting for more than \$1,500, but not exceeding \$5,000, the work must be advertised in a local newspaper.
SB 282*..	430	127	49.15	State Government....	Transfers the driver and traffic safety program from the Department of Public Safety to the Department.
SB 403*..	469	127	132.11	State Government....	Requires the seller to attest that the standards set forth in a purchasing contract have been met in a sale of \$1,500 or more or if required by the Department of Finance.
SB 404*..	473	127	145, 146, & 147	State Government....	Requires all vouchers submitted to the Auditor of Public Accounts to be properly signed and the name of the person signing must be on file with the Auditor of Public Accounts.
SB 877*..	1958	127	3 et al.	State Government....	Creates the Department of Business and Economic Development and repeals An Act creating the Board of Economic Development.
SB 1040*..	2408	127	150a	State Government....	Designates beneficiary of a deceased employee's accrued vacation and overtime benefits.
HB 311*..	542	127	18	State Government....	Provides that State offices close on Saturdays.
HB 366*..	838	127	63b108b	State Government....	Provides certain examinations for fitness and merit for State positions under the Personnel Code.
HB 391*..	716	127	63s-21 et seq.	State Government....	Creates the Illinois-Missouri Bridge Commission which is to construct, maintain and operate a bridge and ferries at or near Ste. Genevieve, Missouri.
HB 392*..	727	127	63s-25 et seq.	State Government....	Authorizes the appointment of commissioners to the Illinois-Missouri Bridge Commission and states their powers and duties.
HB 393*..	720	127	63s-31 et seq.	State Government....	Creates the Missouri-Illinois-Jefferson-Monroe Bridge Commission which is to construct, maintain and operate a bridge at or near Crystal City, Missouri.



TABLE 7.—Continued.

Enacted as	Citation			Type of Act	Effect of Bill <sup>2</sup>
	Laws of Illinois 1965	Illinois Revised Statutes 1965			
		Page	Chapter		
HB 394...	729	127	63s-35 et seq.	State Government....	Authorizes the appointment of commissioners to the Missouri-Illinois-Jefferson-Monroe Bridge Commission and states their powers and duties.
HB 456...	366	127	63a	State Government....	Permits the Department of Conservation to lease recreational areas and to acquire scenic easements.
HB 1357...	2392	127	63a	State Government....	Authorizes the Department of Conservation to lease and acquire land for recreational areas and to lease such lands for public or private use.
HB 2032*...	2931	127	142b2 & 144.3	State Government....	Authorizes appropriations from the Road Fund to any State agency for administrative expenses which are related to motor vehicles.
HB 1473...	3013	139	143.101 et seq.	Township Organization....	Creates An Act authorizing townships of 3,000 or more population to make local improvements and repeals the prior township local improvement Act.
SB 89...				Appropriation....	Appropriates \$145,000 from the Road Fund to the Department of Finance to pay claims of injured State employees and workmen's compensation.
SB 98...				Appropriation....	Appropriates \$225,000 to the Department of Conservation to develop public facilities at Lake Lou Yaeger in Montgomery County.
SB 240...				Appropriation....	Appropriates \$52,500 to the Department to make improvements in portions of the Vermilion River in Livingston County.
SB 247*				Appropriation...	Creates the Mississippi Scenic Parkway Commission.
SB 343...				Appropriation...	Creates the Commission on Recreational Development.
SB 387...				Appropriation...	Creates the Computer and Data Processing Equipment Study Commission to study electronic data processing in State offices and other states. Appropriates \$25,000 for expenses of the Commission.
SB 424...				Appropriation....	Creates the Illinois-Mississippi Canal and Sissippi Lake Commission and appropriates \$15,000 to the Commission.
SB 442...				Appropriation....	Appropriates \$2,000,000 to the Department to make improvements in the West Branch of the DuPage River near Naperville in DuPage County.
SB 447...				Appropriation....	Appropriates \$10,220,000 to the Department for the development of the Kaskaskia River watershed.
SB 456...				Appropriation....	Reappropriates \$80,000 to the Department for improvements in and along Salt Creek in Cook County.
SB 878...				Appropriation....	Creates a Commission for Economic Development and appropriates \$20,000 for expenses.
SB 1085...				Appropriation....	Appropriates \$1,200,000 from the Grade Crossing Protection Fund to the Department to pay for installation of highway-railroad grade crossing protection.
SB 1198...				Appropriation....	Appropriates \$31,960 from the Road Bond Interest and Retirement Fund for payment of principal and interest on the \$60 and \$100 million State highway bond issues.
SB 1264...				Appropriation....	Appropriates \$234,000 from the Road Fund to the Department to elevate State Route No. 185 at Vandalia Lake.
HB 225...				Appropriation....	Appropriates \$1,550,000 and reappropriates \$250,000 to the Department to improve Salt Creek in DuPage County.
HB 226...				Appropriation....	Appropriates \$125,000 to the Department for the improvement of the Bensenville Ditch in DuPage County.
HB 246...				Appropriation....	Appropriates an additional \$247,000 from the Road Fund to the Secretary of State for the biennium ending June 30, 1965.
HB 290...				Appropriation....	Reappropriates \$6,500,000 from the Road Fund to the Secretary of State for construction of an addition to the Centennial Building.



HB 296	Appropriation	Appropriates \$15,000 to the Department to make a study of Illinois River backwater areas.
HB 480	Appropriation	Appropriates \$1,000,000 to the Department to improve St. Joseph Creek in DuPage County.
HB 491	Appropriation	Creates a Commission on State Government to study the entire structure of State Government and appropriates \$75,000 for expenses.
HB 497	Appropriation	Appropriates \$100,000 to the Department to make certain studies and a survey relating to the Illinois Waterway.
HB 509	Appropriation	Appropriates \$120,000 to the Department to make improvements in Flag Creek in Cook and DuPage Counties.
HB 518	Appropriation	Appropriates \$350,000 to the Department to make improvements in the Wabash River basin or watershed.
HB 584	Appropriation	Appropriates \$138,000 to the Department to make improvements in the Big Ditch channel and the Middle Fork of the Big Muddy River in Franklin County.
HB 667	Appropriation	Appropriates \$767,300 to the Department for improvements to Midlothian Creek in Cook County.
HB 886	Appropriation	Appropriates \$300,000 from the Road Fund to the Secretary of State for notification of expiration of operators' and chauffeurs' licenses.
HB 898	Appropriation	Creates the Capitol City Planning Commission to plan development of State facilities within Springfield. Appropriates \$50,000 for Commission expenses.
HB 906	Appropriation	Appropriates \$600,000 and reappropriates \$805,000 to the Department to continue improvements of Soldier Creek in Kankakee County.
HB 942	Appropriation	Appropriates \$250,000 to the Department to make storm water and drainage improvements at Carbondale and Southern Illinois University.
HB 1021	Appropriation	Appropriates \$1,000,000 to the Department to acquire lands and rights-of-way for the construction, development, and improvement of a reservoir on Big Kinkaid Creek in Jackson County.
HB 1079	Appropriation	Creates An Act to provide for contributory group life, hospitalization, medical, and surgical insurance for State officers and employees and appropriates \$2,800,000 to the Auditor of Public Accounts and \$50,000 to the State Employees Group Insurance Commission.
HB 1334	Appropriation	Includes an appropriation of \$976,156 from the Road Fund to the Auditor of Public Accounts to pay 36% of the expenses of certain office sections.
HB 1343	Appropriation	Appropriates \$66,000 to the Department for a development study at Dickson Mounds.
HB 1372	Appropriation	Includes an appropriation of \$33,418,217 from the Road Fund to the Secretary of State for the Automobile Division, Drivers' License Division, 70% of General Office expense, and 30% of certain other items.
HB 1402	Appropriation	Continues the Commission to investigate, study and formulate a highway plan for the State and appropriates \$50,000 from the Road Fund for Commission expenses.
HB 1416	Appropriation	Appropriates \$45,585,980 from the Motor Fuel Tax Fund of which \$44,800,000 is to pay MFT refunds and \$785,980 is for administration of the MFT law.
HB 1458	Appropriation	Appropriates \$20,000 to the Department of Public Health to administer the registration and regulation of refuse disposal sites.
HB 1493	Appropriation	Appropriates \$400,000 to the Department for improvements in Weller Creek in Cook County.
HB 1642	Appropriation	Creates a Commission on High Speed Rail Transit and appropriates \$9,000 for Commission expenses.
HB 1692	Appropriation	Includes an appropriation of \$1,300,000 and a reappropriation of \$20,000, both from the Road Fund, to the Department of Public Safety for State highway police buildings and grounds and a microwave study, respectively.
HB 1694	Appropriation	Includes an appropriation of \$967,297 from the Road Fund to the Supreme Court for 25% of its ordinary and contingent expenses.
HB 1696	Appropriation	Includes a reappropriation of \$203,000 from the Road Fund to the Department of Conservation for the development of a lake near Taylorville in Christian County.
HB 1698	Appropriation	Includes an appropriation of \$150,000 from the Road Fund to the Secretary of State for improvements to three motor vehicle facilities in Chicago
HB 1699	Appropriation	Includes an appropriation of \$73,987 from the Road Fund to the Appellate Court of the First District for 25% of the ordinary and contingent expenses of such Court.
HB 1705	Appropriation	Includes an appropriation of \$322,355 from the Road Fund to the Department for ordinary and contingent expenses of the General Office.
HB 1706	Appropriation	Appropriates \$100,000 to the Northeastern Illinois Metropolitan Area Planning Commission.
HB 1733	Appropriation	Includes an appropriation of \$66,341 from the Road Fund to the Appellate Court of the Second District for 25% of the ordinary and contingent expenses of such Court.
HB 1734	Appropriation	Includes an appropriation of \$65,687 from the Road Fund to the Appellate Court of the Third District for 25% of the ordinary and contingent expenses of such Court.
HB 1735	Appropriation	Includes an appropriation of \$24,119 from the Road Fund to the Appellate Court of the Fourth District for 25% of the ordinary and contingent expenses of such Court.
HB 1737	Appropriation	Appropriates \$100,000 from the Illinois and Michigan Canal Fund to the Department to make a study of the Canal to determine its future development.



TABLE 7.—Concluded.

Enacted as	Citation			Type of Act	Effect of Bill <sup>2</sup>
	Laws of Illinois 1965	Illinois Revised Statutes 1965			
	Page	Chapter	Paragraph		
HB 1758...	.....	.....	.....	Appropriation.....	Appropriates \$30,099,693 from the Road Fund to the Department of Public Safety to be expended as follows: Division of State Highway Police \$27,737,748; Division of Operation of Official Testing Stations \$338,790; Di- vision of Truck Traffic Regulation \$1,612,332; State Police Merit Board \$73,564; and \$337,259 for 37% of certain items of General Office expenses.
HB 1784...	.....	.....	.....	Appropriation.....	Appropriates \$20,000 from the Road Fund for the ordinary and contingent expenses of the Motor Vehicle Laws Commission.
HB 1833...	.....	.....	.....	Appropriation.....	Creates a New Construction Planning and Procurement Commission and appropriates \$25,000 for its expenses.
HB 2028...	.....	.....	.....	Appropriation.....	Appropriates \$75,000 to the Southwestern Illinois Metropolitan Area Planning Commission.
HB 2096...	.....	.....	.....	Appropriation.....	Appropriates \$22,500 to the Great Lakes Commission.
HB 2097...	.....	.....	.....	Appropriation.....	Includes an appropriation of \$140,414.56 from the Road Fund to pay claims in conformity with awards and recom- mendations made by the Court of Claims.
HB 2158...	.....	.....	.....	Appropriation.....	Appropriates \$2,500,000 from the Road Fund to the Secretary of State for reflectorizing motor vehicle registration plates.
HB 2172...	.....	.....	.....	Appropriation.....	Creates the Carbondale Relocation Authority, defines its powers and duties, and appropriates \$15,000 to the Authority.
HB 2173...	.....	.....	.....	Appropriation.....	Appropriates \$7,714,000 and reappropriates \$11,302,131 from the Road Fund to the Department for improving district offices and other projects; also appropriates \$1,200,000 and reappropriates \$1,651,710 from the Grade Crossing Protection Fund for railroad-highway crossing protection.
HB 2182...	.....	.....	.....	Appropriation.....	Includes an appropriation of \$5,919,875 from the Road Fund to the Supreme Court to pay 25% of the salaries of certain officers of the State court system.
HB 2201...	.....	.....	.....	Appropriation.....	Appropriates \$247,787,000 and reappropriates \$82,627,000 from the Motor Fuel Tax Fund for allotment to counties, municipalities, and townships; appropriates \$1,115,500 from the Road Fund for compensation claims, medical treatment, and benefits for injured State employees; and appropriates \$1,881,706 from the Road Fund to meet 36% of certain ordinary and contingent items of the Department of Finance.
HB 2210...	.....	.....	.....	Appropriation.....	Appropriates \$807,708,240 and reappropriates \$207,527,510 from the Road Fund; \$4,042,615 from the Motor Fuel Tax Fund; and \$6,136,125 from the Garage Revolving Fund to the Department for the ordinary and contingent expenses of the Division of Highways.
HB 2226...	.....	.....	.....	Appropriation.....	Appropriates \$58,146 from the Road Fund to pay the salaries of the Superintendent of Highway Police and the State Police Merit Board and appropriates \$119,000 from the Motor Vehicle Fund for salaries of the Illinois Truck Commission.
HB 2227...	.....	.....	.....	Appropriation.....	Appropriates \$2,195,000 and reappropriates \$3,188,700 to the Department for improvements to State waterways; appropriates \$50,000 to the Department for improvements to the Governor's Mansion; and appropriates \$200,000 from the Illinois-Michigan Canal Fund for improvements to Canal properties.

<sup>1</sup> Excludes land conveyances.  
<sup>2</sup> The Department of Public Works and Buildings is designated "Department".  
\* Bills discussed in text.



*House Bill 886* provides that when a person renews his operator's license after the expiration date it shall extend for three years after the expiration date of his previous license. However, the Secretary of State may issue a license that will expire not less than three years nor more than four years from the date of issuance if the applicant has not been previously licensed in Illinois. It is further provided that the Secretary of State shall mail an expiration notice to each operator and chauffeur 30 days prior to the license expiration date.

*House Bill 1046* requires that after January 1, 1966, every motor vehicle (except motorcycles) must be equipped with a rear-view mirror.

*House Bill 1363* gives authority to the Department of Public Works and Buildings to move abandoned or disabled vehicles off of the highway if such vehicle is interfering with the traffic flow or the maintenance of the highway.

*House Bill 1364* requires that disabled motor vehicles permitted to stand unattended on the main traveled part of the highway shall have one door unlocked.

*House Bill 1401* provides that fines and penalties resulting from arrests by the State Highway Police for overweight and oversize violations shall be deposited in the Road Fund. However, when the violators are prosecuted by the States Attorney, 10 per cent of the fine shall be paid to the States Attorney's office as a fee.

3. LAWS AFFECTING HIGHWAY CONSTRUCTION AND MAINTENANCE.—*Senate Bill 266* provides that a contractor is guilty of a felony when failing to pay a subcontractor within 30 days after receiving final payment when he has induced the subcontractor to execute and deliver a waiver of lien.

*Senate Bill 275* provides that prospective bidders on State contracts be prequalified to determine their responsibility.

*Senate Bill 279* authorizes the Department of Public Works and Buildings to convey easements, rights, lands, or other property it has acquired for the relocation of a railroad, railway company, or other public utility.

*Senate Bill 281* authorizes the use of eminent domain proceedings to acquire inaccessible remnants of land from which rights-of-way are being acquired when it is more economical than to pay severance damages.

*House Bill 194* removes the requirement, in the case of a municipality with a population of 500 or less, that the county board must have approval of corporate authority in order to construct or maintain a highway or street lying within the corporate limits which connects with or completes a county highway.

*House Bill 602* authorizes the Department of Public Works and Buildings to construct, maintain, and operate rest areas on State highways and to purchase land for the preservation of the natural beauty of areas through which State highways are constructed.



*House Bill 2233* authorizes the Department of Public Works and Buildings, county boards, or municipal authorities to provide service drives for access to freeways, highways, roads, streets, alleys, or other public ways.

4. LAWS AFFECTING HIGHWAY ADMINISTRATION.—*Senate Bill 212* requires that land used for the deposit of junk be fenced when the junk is deposited within one-fourth mile of any State highway. This Act does not apply to junk yards within a municipality which has an ordinance which requires similar fencing.

*Senate Bill 274* permits local authorities to designate an intersection as a yield right-of-way intersection and to post signs requiring motor vehicles to yield the right-of-way at one or more entrances to these intersections.

*Senate Bill 316* authorizes the Department of Public Works and Buildings, the county boards, and municipal authorities to include related portions of intersecting highways, roads, streets, and other public ways not under their jurisdiction and control in the designation of freeways in order to promote traffic safety.

*House Bill 193* authorizes the county boards other than that of Cook County to levy the Federal-aid matching tax to pay costs of engineering, right-of-way, and utility relocations on Federal-aid primary or secondary highways. Previously this tax could be levied for construction purposes only.

*House Bill 288* bans all unauthorized signs that are similar to official highway signs. If the sign is, in the opinion of the Department of Public Works and Buildings, similar to a highway sign, the Department may remove it without proving that the offensive sign may be mistaken for an official sign.

*House Bill 311* provides that State offices shall be closed on Saturdays for the transaction of public business and any other day that may be declared by the Governor to be a holiday for State employees.

*House Bill 474* creates An Act to restrict, prohibit, and regulate the use of billboards and other outdoor advertising devices adjacent to the National System of Interstate and Defense Highways. Signs which do not conform to this Act must be removed by July 1, 1967, unless the site was leased prior to June 1, 1965, and expires later than July 1, 1967. All unauthorized signs must be removed by July 1, 1970.

*House Bill 512* allows the County Superintendent of Highways to prepare plans, specifications, estimates, and supervise construction of all bridges and culverts with a span length up to 30 feet without obtaining approval from the Department of Public Works and Buildings. Previously approval was required for bridges and culverts in excess of 10 feet.

*House Bill 703* permits county boards, except the Cook County board, to exceed the maximum county highway tax rate by .02 per cent of the full fair cash value for county highway purposes.



*House Bill 732* authorizes the Department of Public Works and Buildings to make relocation payments to eligible persons when it is necessary due to construction on a State highway project. Payments shall not exceed \$200 in the case of an individual or family, or \$3,000 in the case of a business concern.

*House Bill 1047* provides that those persons working on highways are not exempt from statutory provisions relating to reckless driving, driving while intoxicated, and the reporting of accidents.

*House Bill 1079* establishes the State Employees' Group Insurance Commission and provides for the participation in premium payments by the State for State employees enrolled in a group insurance program.

*House Bill 1458* requires that all refuse disposal sites and facilities must be licensed by the Department of Public Health which is to establish minimum standards and regulate the location, design, construction, operation, and maintenance of such sites. Cities, villages, or counties which provide for similar regulation shall be exempt from this Act.

*House Bill 1501* provides that interest on assessments for local improvement projects shall start on the date of the first voucher issued rather than, as formerly provided, 60 days after such issuance. It also provides that any surplus money from a local improvement project shall be used to reimburse the public benefit fund for expenditures made from that fund.

*House Bill 2032* enables appropriations to be made from the Road Fund to any State agency for administrative expenses which are related to motor vehicles or arise from the use of motor vehicles.

*House Bill 2196* authorizes the Department of Public Works and Buildings to enter into agreements with other State agencies to obtain land from those agencies for highway purposes. Upon acquiring such land, if replacement is necessary, the Department is authorized to purchase other land and to convey it to the agency from which the initial land was acquired.

*House Bill 2264* authorizes municipalities to use toll revenue of bridges, in addition to paying administration, operation, and maintenance expense, and for retirement of indebtedness, to create a sinking fund for maintenance expense of the bridge when it becomes free.

5. COMMISSIONS.—*Senate Bill 247* creates the Mississippi Scenic Parkway Commission which is to continue to aid in the promotion of a scenic parkway for the State of Illinois and to aid in securing the location of Federal parks within Illinois.

*Senate Bill 1208* provides for the State of Illinois to enter into a compact with the State of Indiana for establishment of an Illinois-Indiana Bridge Commission to plan, construct, maintain, and operate a bridge and approaches across the Wabash River at or near St. Francisville, Illinois. The Commission will also have the power to operate ferries across the Wabash River within fifteen miles of the site selected for the bridge.



*House Bill 391* creates the Illinois-Missouri Bridge Commission which is to plan, construct, maintain, and operate a bridge and approaches across the Mississippi River at or near Ste. Genevieve, Missouri. The Commission may also operate ferries across the Mississippi River within 15 miles of the site selected for the bridge.

*House Bill 393* creates the Missouri-Illinois-Jefferson-Monroe Bridge Commission which is to plan, construct, maintain, and operate a bridge and approaches across the Mississippi River at or near Crystal City, Missouri. The Commission may operate ferries across the Mississippi within 25 miles of the site selected for the bridge.

*House Bill 898* creates the Capitol City Planning Commission to plan the development of State facilities within Springfield.

*House Bill 1402* creates a Commission to investigate, study, and formulate a highway plan for the State. This Commission was originally created by Senate Bill 902 passed by the Seventy-third General Assembly.

6. LAWS RELATING TO MOTOR FUEL TAX.—*Senate Bill 192* extends from four months to one year the time limit in which a claim must be filed for reimbursement for State motor fuel tax paid on motor fuel used for any purpose other than operating a motor vehicle upon public highways.

*Senate Bill 277* permits municipalities to use motor fuel tax funds for the construction and maintenance of county highway extensions in municipalities.

*Senate Bill 278* amends the law concerning the use of motor fuel tax funds for road district roads to include maintenance of district roads constructed or reconstructed by the Department of Public Works and Buildings.

*Senate Bill 1083* increases from \$50,000 to \$100,000 the amount transferred each month from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund.

7. APPROPRIATION BILLS.—A summary follows of the several appropriation bills which were enacted to make funds available for construction, maintenance, and operation of the State and local highway systems; for improving State highway and police buildings and grounds; and for services of other State departments pertaining to highways, driver education, motor fuel tax, and motor vehicles.

(a) *House Bill 2210* contained the appropriation of funds for the ordinary and contingent expenses of the Division of Highways during the 74th biennium. The amounts and the funds from which the appropriations are made are given in the following tabulation:

ROAD FUND:	
Highway construction.....	\$ 789,801,510
(\$204,727,510 reappropriation)	
Highway maintenance.....	111,680,000
(Includes \$2,800,000 reappropriation)	
Administration and engineering.....	81,011,000
Traffic control.....	32,743,240
Total from Road Fund.....	\$ 1,015,235,750
MOTOR FUEL TAX FUND:	
Administration of county, city, road district and township work.....	4,042,615
GARAGE REVOLVING FUND:	
Garage operation and maintenance.....	6,136,125
Total appropriations to Division of Highways.....	\$ 1,025,414,490



LEGISLATION

Additional appropriations made to the Department of Public Works and Buildings (other than buildings and grounds) included the following:

<i>Bill</i>	<i>Fund</i>	<i>Purpose</i>	<i>Amount</i>
SB 1085.	Grade Crossing		
	Protection.....	Installation of railroad-highway crossing protection.....	\$1, 200, 000
HB 2173.	Grade Crossing		
	Protection.....	Installation of railroad-highway crossing protection.....	1, 200, 000
HB 2173.	Grade Crossing		
	Protection.....	Reappropriates unexpended balances for installation of railroad-highway crossing protection.....	1, 651, 710
SB 1198.	Road.....	Principal and interest on State highway bond issues.....	31, 960
SB 1264.	Road.....	Elevate State Route No. 185 at Vandalia Lake.....	234, 000
HB 1705.	Road.....	Ordinary and contingent expenses of the General Office.....	322, 355

(b) *State Buildings and Grounds.*—Four bills enacted by the Seventy-fourth General Assembly appropriated and/or reappropriated monies from the Road Fund for improvements to various State buildings and grounds. *House Bill 290* reappropriated \$6,500,000 to the Secretary of State for the construction of an addition to the Centennial Building in Springfield. *House Bill 1698* appropriated \$150,000 to the Secretary of State for improvements to three motor vehicle facilities in Chicago.

*House Bill 2173* provided for the following improvements to State highway buildings and grounds:

NEW APPROPRIATIONS

<i>Location</i>	<i>Improvement</i>	<i>Amount</i>
Carbondale.....	Additions, alterations, and improvements to existing district headquarters buildings.....	\$ 545, 000
Chicago.....	Alterations and improvements to existing garage and storage building at 159th & Crawford.....	50, 000
Chicago.....	Complete additions, alterations, and improvements to existing laboratory, office, and garage building at 4051 N. Harlem Ave.....	120, 000
Dixon.....	Complete equipment, material, and supply storage buildings near district headquarters.....	82, 000
Effingham.....	New sign shop buildings and storage facilities on site near district headquarters.....	420, 000
Elgin.....	Complete additions, alterations, and improvements to existing buildings at district headquarters.....	150, 000
East St. Louis....	New garage building and additional storage facilities on land to be purchased adjacent to existing district headquarters site.....	292, 000
East St. Louis....	Alterations and improvements to existing district headquarters buildings.....	367, 000
Ottawa.....	Complete addition and alterations to district headquarters building....	200, 000
Paris.....	Addition, alterations, and improvements to existing buildings at district headquarters.....	476, 000
Peoria.....	Alterations and improvements to district headquarters building.....	30, 000
Pontiac.....	New traffic equipment, supply, and material storage building.....	134, 000
Springfield.....	Construct new boiler room and install new heating plant adjacent to central garage building at 200 E. Ash St.....	250, 000
Springfield.....	Complete Department of Public Works and Buildings Administration Building near Springfield.....	2, 300, 000
Various.....	Land for additions to headquarters sites.....	88, 000
Various.....	Minor alterations and improvements to existing district headquarters building and grounds.....	100, 000
Various.....	New maintenance storage buildings.....	2, 110, 000
Total new appropriations for highway buildings and grounds.....		\$ 7, 714, 000



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## REAPPROPRIATIONS

<i>Location</i>	<i>Improvement</i>	<i>Amount</i>
Carbondale.....	Equipment and supply storage building at district headquarters.....	\$ 8, 597
Carbondale.....	Equipment and supply storage building at district headquarters.....	60, 000
Carbondale.....	Complete equipment, supply, and material storage building at district headquarters.....	68, 385
Chicago.....	Additions, alterations, and improvements to laboratory building at 4051 N. Harlem Ave.....	175, 000
Chicago.....	Equipment and supply storage building—traffic operations.....	210, 000
Chicago.....	Office and storage building for emergency patrol and expressway surveillance.....	525, 000
Dixon.....	Equipment, material, and supply storage building near district headquarters.....	50, 000
Effingham.....	Equipment, material, and supply storage building at district headquarters.....	47, 141
Effingham.....	Equipment and supply storage building near district headquarters.....	50, 000
Effingham.....	Complete equipment, supply, and material storage building near district headquarters.....	71, 000
Effingham.....	New equipment and supply storage building near district headquarters..	105, 355
Effingham.....	New garage building near district headquarters.....	220, 000
Elgin.....	Additions and alterations to existing district headquarters buildings...	820, 759
East St. Louis...	Alterations and improvements to district headquarters buildings.....	30, 000
Ottawa.....	Equipment and supply storage building at district headquarters.....	38, 000
Ottawa.....	New sign shop building at district headquarters.....	300, 000
Ottawa.....	Addition to district headquarters office building.....	460, 000
Paris.....	Alterations and improvements to district headquarters building.....	9, 364
Peoria.....	Alterations and improvements to district headquarters building.....	18, 814
Peoria.....	Alterations and improvements to district headquarters building.....	75, 000
Springfield.....	Plumbing facilities for comfort station buildings on FAI Route 55 near Sangamon River.....	14, 734
Springfield.....	Alterations to existing sign shop at 200 E. Ash St.....	24, 753
Springfield.....	Equipment repair and fabricating shop at N. MacArthur Blvd.....	35, 000
Springfield.....	Construction of comfort station on FAI Route 55 near Sangamon River..	53, 880
Springfield.....	New equipment repair building at N. MacArthur Blvd.....	125, 000
Springfield.....	Department of Public Works and Buildings Administration Building..	5, 415, 158
Various.....	New maintenance storage buildings.....	6, 150
Various.....	New truck weigh stations on Interstate System.....	280, 000
Various.....	Land for maintenance storage sites.....	327, 970
Various.....	New maintenance storage buildings.....	1, 677, 071
Total reappropriations for highway buildings and grounds.....		\$ 11, 302, 131
Total highway buildings and grounds.....		\$ 19, 016, 131

*House Bill 1692* appropriated funds to the Department of Public Safety to make improvements to the following police district headquarters:

Springfield.....	New Highway Police Training Academy building.....	\$ 1, 000, 000
DesPlaines.....	Purchase of property, including land and buildings.....	77, 000
Springfield.....	Addition to Tailor Shop.....	80, 000
Blue Island.....	Building remodeling and rehabilitation.....	55, 000
Maryville.....	Paving of driveways and parking lot.....	18, 000
Pesotum.....	Paving of driveways and parking lot.....	18, 000
Rock Island.....	Building remodeling and rehabilitation.....	52, 000
Total police buildings and grounds.....		\$ 1, 300, 000
Total highway and police buildings and grounds.....		\$ 20, 316, 131

(c) *Highway-User Taxes Appropriated to Other Departments.*—The following table lists appropriations made to finance highway serv-



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ices of various State departments, other than the Department of Public Works and Buildings, out of highway-user revenues :

Bill	Fund	Department	Purpose	Amount
SB 89....	Road.....	Finance.....	Pay claims of injured State employees.....	\$ 110,000
SB 89....	Road.....	Finance.....	Treatment expenses of injured State employees.....	35,000
HB 246....	Road.....	Secretary of State.....	Ordinary and contingent expenses. Deficiency.....	247,000
HB 886....	Road.....	Secretary of State.....	Expenses related to notification of expiration of driver's licenses.....	300,000
HB 2158....	Road.....	Secretary of State.....	Reflectorizing motor vehicle registration plates.....	2,500,000
HB 1699....	Road.....	Appellate Court-First District..	25 per cent of ordinary and contingent expenses.....	73,987
HB 1733....	Road.....	Appellate Court-Second District.....	25 per cent of ordinary and contingent expenses.....	66,341
HB 1734....	Road.....	Appellate Court-Third District.....	25 per cent of ordinary and contingent expenses.....	65,687
HB 1735....	Road.....	Appellate Court-Fourth District.....	25 per cent of ordinary and contingent expenses.....	24,119
HB 1334....	Road.....	Auditor of Public Accounts....	36 per cent of ordinary and contingent expenses-certain sections.....	976,156
HB 2097....	Road.....	Auditor of Public Accounts....	Court of Claims awards.....	140,415
HB 1696....	Road.....	Conservation.....	Develop lake near Taylorville..	203,000
HB 2201....	Road.....	Finance.....	Pay claims of injured State employees.....	615,250
HB 2201....	Road.....	Finance.....	Treatment expenses of injured State employees.....	356,500
HB 2201....	Road.....	Finance.....	Benefits to incapacitated State employees.....	143,750
HB 2201....	Road.....	Finance.....	36 per cent of ordinary and contingent expenses.....	1,881,706
HB 1692....	Road.....	Public Safety.....	To study the merits of a State-owned microwave radio network-reappropriated.....	20,000
HB 1758....	Road.....	Public Safety.....	State highway police.....	27,737,748
HB 1758....	Road.....	Public Safety.....	Operation of testing stations....	338,790
HB 1758....	Road.....	Public Safety.....	Truck traffic regulations.....	1,612,332
HB 1758....	Road.....	Public Safety.....	Police Merit Board.....	73,564
HB 1758....	Road.....	Public Safety.....	General Office-37 per cent of certain items.....	337,259
HB 1402....	Road.....	Auditor of Public Accounts....	Expenses of Highway Study Commission.....	50,000
HB 1784....	Road.....	Auditor of Public Accounts....	Ordinary and contingent expenses of Motor Vehicle Laws Commission.....	20,000
HB 1372....	Road.....	Secretary of State.....	Automobile Division.....	13,862,269
HB 1372....	Road.....	Secretary of State.....	Drivers License Division.....	15,943,756
HB 1372....	Road.....	Secretary of State.....	70 per cent of General Office expenses and 30 per cent of certain other items.....	3,612,192
HB 2226....	Road.....	Auditor of Public Accounts....	Salaries of Superintendent of Highway Police and the Police Merit Board.....	58,146
HB 1694....	Road.....	Supreme Court.....	25 per cent of ordinary and contingent expenses.....	967,297
HB 2182....	Road.....	Supreme Court.....	Salaries of certain officers of the State court system.....	5,919,875
Total from Road Fund to other departments.....				\$ 78,292,139
HB 2201....	MFT.....	Finance.....	Allotments of MFT to counties..	\$ 87,678,000
HB 2201....	MFT.....	Finance.....	Allotments of MFT to municipalities.....	121,988,000
HB 2201....	MFT.....	Finance.....	Allotments of MFT to townships, road districts, or township districts.....	38,121,000



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Bill	Fund	Department	Purpose	Amount
HB 2201....	MFT.....	Finance.....	Reappropriates unexpended balances of county MFT allotments.....	25, 919, 000
HB 2201....	MFT.....	Finance.....	Reappropriates unexpended balances of municipal MFT allotments.....	40, 519, 000
HB 2201....	MFT.....	Finance.....	Reappropriates unexpended balances of township, road district, or township district MFT allotments.....	16, 189, 000
HB 1416....	MFT.....	Revenue.....	Pay MFT refunds.....	44, 800, 000
HB 1416....	MFT.....	Revenue.....	Administration of the MFT law.	785, 980
Total from Motor Fuel Tax Fund to other departments.....				\$375, 999, 980
SB 796....	Drivers Education..	Superintendent of Public Instruction.....	Expenses of Division of Driver Education.....	\$ 133, 080
HB 1695....	Drivers Education..	Superintendent of Public Instruction.....	Reimbursement to school districts for conducting driver education classes.....	8, 500, 000
Total Drivers Education Fund to other departments.....				\$ 8, 633, 080
Total highway-user taxes to other departments.....				\$462, 925, 199



### III. FINANCING

1. GENERAL.—Financing the improvements and maintenance of the system of State Highways in Illinois involves the expenditure and recording of large sums of money annually. Budgeting, accounting, and auditing of highway funds are the responsibility of the Office of Controller. Through this Office vouchers are issued and records kept of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually; internal and external auditing organizations perform continuous audits of methods and procedures and financial transactions; budgets are prepared; Division personnel records are kept; and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Summarization of State highway finance is portrayed in the discussion and tables which follow.

2. RECEIPTS, EXPENDITURES, AND BALANCES.—Detailed information concerning financial transactions of State highway funds is given in Table 13. Both revenues and expenditures showed decreases from the corresponding figures for 1964. Gross revenues decreased 14.66 per cent and gross expenditures decreased 16.64 per cent. The large decrease in revenues was due primarily to the decrease in Federal aid reimbursements. On July 1, 1964, the "current billing" method of claiming Federal aid was implemented. Under this method all Federal-participating expenditures may be billed to the Federal Government as soon as these expenditures are recorded in the computer. This change in billing from the manual system of claiming Federal-aid had the effect of greatly reducing the time lag between an expenditure by the State and the receipt of Federal reimbursement. As a result, Federal funds deposited in the Road Fund in 1964 were unusually high. During 1965, Federal-aid reimbursements had leveled off to a normal figure as a result of the current billing system.

The large decrease in expenditures was due to a decelerated highway construction program geared to the decrease in available funds.

(a) *Receipts*.—During 1965 a total of \$470,982,158.59 of State highway revenue was deposited in the State Treasury. Not all of this was available for financing work of the Division of Highways. Of the \$189,431,253.37 motor fuel tax collected; refunds to nonhighway users, collection costs, allotments to counties, cities, and townships, and reserves for the Grade Crossing Protection Fund and the State Boating Act Fund totaling \$127,459,531.79, left \$61,971,721.58 available for Division of Highways expenditure. Likewise, included in the \$132,742,182.43 received from registration fees; collection costs, payments for the State highway police and allowance for miscellaneous items left \$101,701,705.12 available to the Division of Highways. Of the \$7,015,084.50 in miscellaneous collections, deposits to the Grade Crossing Protection Fund for refund of over payments left \$7,011,642.29 available to the Division of Highways. Table 13 shows of the total highway receipts amounting to \$470,982,158.59, after the deductions mentioned above, \$312,478,707.28 remained for financing the work of the Division of Highways.



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The following tabulation shows a comparison of the gross State highway revenues for 1964 and 1965:

Type of Receipt	1964	1965	Change	
			Amount	Per Cent
Registration fees.....	\$113,807,987.13	\$132,742,182.43	\$+18,934,195.30	+16.64
Federal aids and grants.....	248,027,456.42	137,477,854.09	—110,549,602.33	—44.57
Miscellaneous collections.....	11,815,655.94	11,330,868.70	—484,787.24	—4.10
Motor Fuel Tax.....	178,254,798.18	189,431,253.37	+11,176,455.19	+6.27
Total regular receipts.....	\$551,905,897.67	\$470,982,158.59	\$—80,923,739.08	—14.66

(b) *State Highway Expenditures.*—The amount expended by the Division, \$312,461,349.87 in 1965, was less than that of 1964 by \$80,316,430.29, or 20.45 per cent, while the total State highway expenditures, including advances to local governments for highway purposes, also showed a decrease of 16.64 per cent when compared with that of 1964. The tabulation which follows compares the amounts expended in 1965 with those of the previous year.

Expenditures by or for	1964	1965	Change	
			Amount	Per Cent
Division of Highways.....	\$392,777,780.16	\$312,461,349.87	\$—80,316,430.29	—20.45
Counties.....	46,173,886.87	35,833,738.45	—10,340,148.42	—22.39
Municipalities.....	53,597,940.50	49,889,262.07	—3,708,678.43	—6.92
Townships and Road Districts.....	16,133,290.09	16,353,620.59	+220,330.50	+1.37
Other State Departments.....	43,257,327.99	45,701,436.67	+2,444,108.68	+5.65
Grade Crossing Protection Fund...	623,886.57	351,694.21	—272,192.36	—43.62
Total.....	\$552,564,112.18	\$460,591,101.86	\$—91,973,010.32	—16.64

(c) *Balances.*—The balance available in all State highway funds at January 1, 1965, was \$122,200,471.35 as shown in the Table 13. At the end of 1965 a total balance of \$132,591,528.08 remained in all highway funds. Of this amount only \$28,893,599.99 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to \$125,112,962.50. The following tabulation shows the balance in the various accounts at January 1, and at December 31, 1965.

Fund	Balances at		Change
	January 1, 1965	December 31, 1965	
Road Fund.....	\$29,096,294.54	\$27,645,489.57	\$—1,450,804.97
Motor Fuel Tax Fund:			
Division of Highways.....	1,481,578.01	1,248,110.42	—233,467.59
Counties.....	28,528,480.90	31,851,729.28	+3,323,248.38
Municipalities.....	44,073,755.44	51,412,543.95	+7,338,788.51
Townships and Road Districts.....	17,560,057.96	18,421,602.36	+861,544.40
State Treasurer, Relief Bonds.....	225.00	225.00	.....
Grade Crossing Protection Fund.....	1,460,079.50	2,011,827.50	+551,748.00
Totals.....	\$122,200,471.35	\$132,591,528.08	\$+10,391,056.73



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3. SOURCES OF STATE HIGHWAY REVENUE. — The sources of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State general revenue fund appropriations, and (e) miscellaneous collections. The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows:

TABLE 8.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1965.

<b>ROAD FUND REVENUES:</b>			
Motor license and operator's license fees.....		\$ 132,742,182.43	
Federal Aids and Grants:			
Regular Federal-aid program.....	\$ 13,878,576.37		
Federal Secondary program.....	6,941,955.36		
Federal Urban program.....	11,893,268.83		
Federal Interstate program.....	104,527,093.27		
Federal Forest Highway program.....	39,613.03		
Federal Access Roads program.....	76,010.13		
Area Redevelopment Admin. program.....	52,750.70		
Emergency Relief program.....	68,586.40		
Total Federal aids and grants.....			137,477,854.09
Miscellaneous Collections:			
Other State Department refunds.....	\$ 22,217.12		
Traffic Permits.....	165,039.44		
Public Safety refunds.....	607,475.31		
Reimbursement of expenses.....	4,790,525.12		
Reimbursement from counties for construction advances.....	294,665.83		
Reimbursement from counties for secondary road construction.....	4,315,784.20		
Reimbursement from municipalities for construction cost advances.....	1,131,719.47		
Total miscellaneous collections.....			11,327,426.49
Transfers from Motor Fuel Tax Fund.....			60,486,545.03
Total Road Fund revenues.....			\$342,034,008.04
<b>MOTOR FUEL TAX REVENUES:</b>			
Motor fuel tax collected.....	\$ 189,429,566.32		
Refunds.....	1,687.05	\$ 189,431,253.37	
Less:			
Transferred to Road Fund.....	\$ 60,486,545.03		
Transferred to Grade Crossing Protection Fund.....	900,000.00		
Transferred to State Boating Act Fund.....	504,000.00	\$ 61,890,545.03	
Net Motor Fuel Tax Fund Revenues.....			\$ 127,540,708.34
<b>GRADE CROSSING PROTECTION FUND REVENUES:</b>			
Transfers from Motor Fuel Tax Fund.....		900,000.00	
Refunds of Overpayments.....		3,442.21	903,442.21
<b>STATE BOATING ACT FUND REVENUES:</b>			
Transfers from Motor Fuel Tax Fund.....			504,000.00
Total Revenues, all funds.....			\$ 470,982,158.59



TABLE 9.—ANNUAL STATE REVENUE FOR HIGHWAY PURPOSES 1911-1965.

FINANCING

Year	Road Fund				Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	General Revenue Fund Allocations for Highway Purposes	Total
	Motor License and Operators' License Fees	Federal- Aid	Miscellaneous	Motor Fuel Tax <sup>1</sup>						
1911- 1915..	\$2,542,580.16								\$290,588.25	\$2,833,168.41
1916- 1920..	14,730,506.97	\$5,724,799.05	\$60,390.18						306,180.14	20,821,876.34
1921- 1925..	49,064,864.64	16,076,023.50	1,303,933.20		\$81,990,912.24					148,435,733.58
1926- 1930..	79,986,236.63	16,661,444.12	1,657,817.84	\$6,407,589.81	71,725,400.00	\$35,791,497.11			877,401.82	213,107,387.33
1931....	19,201,521.14	10,063,542.21	293,793.69	36,530.40		30,222,440.40			223,585.88	60,041,413.72
1932....	16,812,097.50	4,888,086.14	195,232.94	502,762.35	1,983,500.00	29,060,264.01			27,801.78	53,469,744.72
1933....	15,544,501.29	7,271,723.92	272,550.28			30,920,366.65			23,918.20	54,033,060.34
1934....	18,189,190.93	13,663,956.76	178,430.17			31,006,380.09				63,037,957.95
1935....	19,988,807.85	8,880,882.56	197,548.18			31,771,511.28				60,838,749.87
1936....	18,685,682.83	18,449,527.07	180,772.26			35,433,014.14				72,748,996.30
1937....	21,283,188.44	15,648,505.31	299,437.77			38,950,820.29				76,181,951.81
1938....	21,754,616.24	9,194,477.62	231,517.19			39,536,348.09				70,716,959.14
1939....	24,678,040.42	7,283,227.14	604,474.51			42,327,572.43				74,893,314.50
1940....	24,037,765.01	9,330,449.44	637,548.51			45,286,015.72				79,291,778.68
1941....	25,852,799.98	5,586,877.20	591,285.65			48,648,263.73				80,679,226.56
1942....	23,771,384.62	3,970,309.57	527,099.93			44,584,819.98				72,853,614.10
1943....	24,037,431.29	7,182,876.22	159,735.91			34,015,607.91			221,026.40	65,616,677.73
1944....	22,942,106.55	32,717,935.17	140,916.12			35,166,505.80			853,119.84	61,820,583.48
1945....	23,396,891.33	41,405,921.39	496,090.29			37,486,710.53			287,265.11	63,072,878.65
1946....	27,917,192.83	2,754,479.49	295,731.69			48,711,836.17			13,420,060.59	93,099,300.77
1947....	30,492,814.24	6,227,802.26	993,400.15			53,801,933.48			2,187,074.84	93,703,024.97
1948....	32,892,386.26	14,827,994.23	2,645,795.30			58,889,358.50			122,445,291.47	125,432,292.43
1949....	41,986,130.32	15,526,936.34	2,693,251.72	9,809,067.97		52,599,525.21			343,391.77	126,607,066.08
1950....	40,437,007.68	14,553,825.13	1,762,456.26	19,632,478.32		48,530,845.50		\$1,347,061.42	354,071.26	144,609,799.30
1951....	44,607,331.92	18,413,925.26	907,511.57	20,018,519.39		57,836,644.17		2,471,795.73	333,296.04	180,615,858.44
1952....	52,327,170.57	26,908,982.92	2,546,878.69	27,448,212.23		69,707,721.74		376,553.62	327,836.95	228,803,759.14
1953....	69,647,775.00	25,800,389.22	6,700,031.16	38,636,458.54		87,314,714.65		130,718.46	287,931.54	235,695,483.32
1954....	71,942,193.55	26,955,333.75	5,014,534.97	38,518,698.60		92,846,072.45			284,371.77	254,835,754.08
1955....	74,929,696.50	35,140,812.81	6,730,105.38	43,289,613.36		94,336,154.26	\$125,000.00		288,821.22	268,765,780.71
1956....	86,103,830.45	32,445,599.00	7,088,621.34	43,701,119.35		100,530,159.38	300,000.00		155,513.08	277,191,153.90
1957....	89,472,754.46	32,899,818.43	8,221,293.43	45,611,615.12		102,479,709.73	300,000.00			359,795,533.79
1958....	95,583,744.21	107,089,299.33	7,477,916.44	46,864,864.08		107,367,787.08	475,000.00			443,643,559.27
1959....	94,745,386.67	183,086,159.17	9,451,191.46	48,518,034.89		108,656,774.66	600,555.49			453,168,721.52
1960....	98,704,381.89	186,893,487.35	8,704,826.48	49,608,695.65		109,935,185.24	600,200.83			404,621,538.37
1961....	100,729,647.65	133,343,534.61	9,130,007.87	50,882,962.17		114,017,606.59	600,074.76			452,965,947.46
1962....	110,755,846.75	162,916,652.73	12,223,553.41	52,452,213.22		116,844,317.74	600,000.00			455,186,553.49
1963....	110,081,741.53	163,360,224.89	10,138,266.55	54,162,002.78		121,045,528.60	600,000.00			551,905,897.67
1964....	113,807,987.13	248,027,456.42	11,815,655.94	56,609,269.58		128,044,708.34	903,442.21			470,982,158.59
1965....	132,742,182.43	137,477,854.09	11,327,426.49	60,486,545.03						
Total..	\$1,986,407,415.86	\$1,738,651,131.84	\$133,897,030.92	\$713,197,252.84	\$155,699,812.24	\$2,362,542,511.00	\$5,404,273.29	\$5,669,725.46	\$37,100,394.53	\$7,138,569,547.98

<sup>1</sup> Revenue received prior to 1933 consists of collections from the 1927 Gas Tax legislation, the amounts shown after 1933 are from the 1929 and later motor fuel tax legislation.  
<sup>2</sup> Contains \$58,458,312.24 from the \$60M and \$23,532,600.00 from the \$100M State highway bond issues.  
<sup>3</sup> Does not agree with figure published in 1944 Annual Report because of auditing adjustments.  
<sup>4</sup> Includes \$250,000.00 transferred from the State Garage Revolving Fund as a reimbursement of funds advanced in 1943.  
<sup>5</sup> Includes \$210,000.00 transferred to the State Boating Act Fund for the use of the Department of Conservation.  
<sup>6</sup> Includes \$504,000.00 transferred to the State Boating Act Fund for the use of the Department of Conservation in 1964 and 1965 and \$750,000.00 payment of judgments against the Kaneland Community Unit School District by the Auditor of Public Accounts in 1964.



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(a) *Vehicle Registration Fees*—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expenses incurred is payable from the Road Fund.

(b) *Motor Fuel Tax Funds*—The distribution of the motor fuel tax collected in 1965 is shown in Figure 4. The Department of Revenue is responsible for collecting the tax (5 cents per gallon during 1965) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treasury during the preceding month is cleared for apportionment. The refunds and administrative costs are paid, transfers to other funds specifically provided by statute are made, and the remaining amount is allotted the various governmental units as follows: 35 per cent to the Division of Highways; 32 per cent to municipalities; 11 per cent to counties with a population of 500,000 or more (Cook County); 12 per cent, collectively, to other counties; and 10 per cent to counties for township and road district roads.

The share allotted to the Division of Highways is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to the several counties having less than 500,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding license year. The share of the motor fuel tax allotted to the municipalities, collectively, is divided among those units in the ratio that their populations bear to the total population of incorporated places in the State. The allotment to the counties for district needs is divided among them on the basis of road mileage under township and road district maintenance.

(c) *Federal Aids*—Federal funds for highway purposes are received by the State as reimbursement for work done and monies expended on projects covered by project agreements with the Federal Government. Primary Federal aid is allotted to the State for the improvement of roads included in the Federal-aid primary system; secondary Federal aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal aid is available for expenditure on projects located in urban areas on the Federal-aid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the National System of Interstate and Defense Highways. Projects located on these systems and approved by the Federal Government are financed in equal shares from State and Federal funds with certain exceptions. Projects using the interstate allotment were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1954, and further increased from 60 per cent Federal participation to 90 per cent Federal participation starting with projects financed with funds made available by the



FINANCING

TABLE 10.—MOTOR VEHICLES REGISTERED IN ILLINOIS, 1911-1965<sup>1</sup>

Registration Year	Number of Vehicles Registered					
	Passenger Cars	Trucks and Buses	Motorcycles	Trailers	Dealers' Licenses	Chauffeur Registrations
1911.....	39,269		4,346			
1912.....	68,012		9,238		874	8,162
1913.....	94,646		12,183		1,041	13,153
1914.....	131,140		14,852		1,198	17,827
1915.....	180,832		15,710		1,458	22,995
1916.....	248,429		14,931		2,671	33,022
1917.....	340,292		13,740		3,745	43,679
1918.....	389,701		10,834		3,548	45,696
1919.....	478,438		10,920		4,960	53,123
1920.....	503,762	65,307	10,597		6,282	69,365
1921.....	583,441	80,031	8,935		7,041	69,226
1922.....	682,250	99,876	7,871		4,214	56,789
1923.....	847,005	122,282	7,612		4,516	92,871
1924.....	981,859	141,706	6,873	2,044	4,488	96,924
1925.....	1,101,943	161,234	6,603	3,777	4,557	99,372
1926.....	1,195,014	175,489	6,156	3,350	4,688	102,849
1927.....	1,254,421	184,564	6,135	3,489	4,594	100,398
1928.....	1,314,003	190,356	5,826	3,742	4,548	94,169
1929.....	1,410,913	204,175	6,055	5,068	4,605	106,551
1930.....	1,429,146	209,114	6,245	7,341	4,368	108,538
1931.....	1,411,261	201,509	5,811	9,283	3,883	93,056
1932.....	1,311,783	181,715	5,274	8,950	3,266	70,788
1933.....	1,276,864	186,186	4,959	9,228	2,922	66,559
1934.....	1,285,434	178,496	4,766	10,792	3,449	70,584
1935.....	1,342,904	190,843	5,291	14,636	3,896	78,931
1936.....	1,459,195	208,926	5,924	18,408	3,963	90,228
1937.....	1,556,702	220,639	6,490	23,475	4,329	97,573
1938.....	1,567,775	222,582	6,848	23,396	4,199	88,974
1939.....	1,626,689	232,888	7,227	25,296	4,363	123,313
1940.....	1,707,512	228,889	7,742	29,349	4,679	135,299
1941.....	1,825,142	234,703	7,672	32,236	4,862	141,199
1942.....	1,747,253	233,386	9,242	30,429	3,742	141,680
1943.....	1,592,837	221,634	8,247	26,014	3,282	125,576
1944.....	1,518,629	216,930	8,381	26,371	3,904	125,182
1945.....	1,508,222	224,929	8,834	31,776	4,595	142,714
1946.....	1,614,490	254,059	16,016	45,998	6,332	193,854
1947.....	1,753,109	291,773	22,506	51,810	7,028	214,618
1948.....	1,904,991	317,048	30,369	56,365	7,603	232,637
1949.....	2,078,704	336,044	28,627	56,943	7,349	242,192
1950.....	2,286,572	362,975	26,682	60,776	7,347	252,993
1951.....	2,407,130	382,335	24,782	64,971	7,560	262,366
1952.....	2,458,462	382,873	24,020	68,222	7,783	267,150
1953.....	2,580,668	377,073	23,637	72,699	7,941	270,046
1954.....	2,694,253	393,045	22,880	80,545	7,680	267,115
1955.....	2,858,869	409,217	23,263	90,249	7,868	270,500
1956.....	2,984,584	423,910	24,004	104,549	8,321	300,146
1957.....	3,076,362	436,382	24,755	116,493	8,502	298,746
1958.....	3,127,657	441,880	33,436	131,524	9,174	301,185
1959.....	3,221,902	457,633	27,904	146,319	9,015	297,064
1960.....	3,312,800	464,447	26,123	158,316	8,850	299,497
1961.....	3,389,608	469,910	25,617	167,968	8,828	297,390
1962.....	3,496,232	481,897	27,091	179,684	8,562	305,764
1963.....	3,607,545	496,261	30,131	200,160	8,596	307,116
1964.....	3,744,086	514,156	37,043	218,030	8,760	314,173
1965.....	3,902,342	538,740	56,753	238,741	8,811	321,632

<sup>1</sup> Reported by Secretary of State.

Federal-Aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is usually partially financed by the county in which the project is located. However, the post-war Federal highway acts provide that 10 per cent of the total allotments for post-war construction may be used for elimination of hazards at railroad crossings, and Federal funds used for this purpose are either 100 per cent grants or are matched by 10 per cent State funds in some cases.



DISTRIBUTION OF MOTOR FUEL TAX IN ILLINOIS  
1965

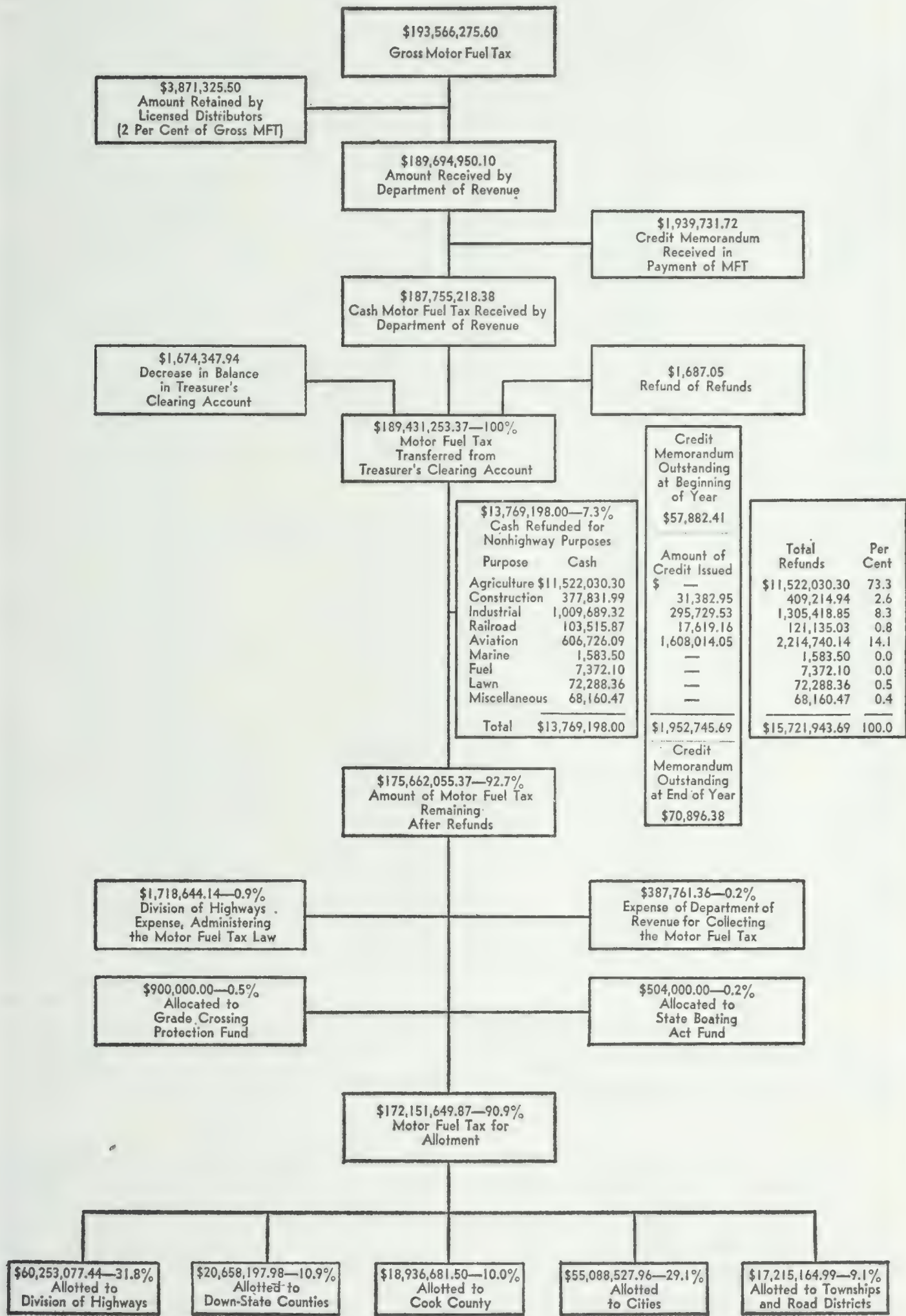


Figure 4.



## FINANCING

TABLE 11.—PERCENTAGE OF THE TOTAL STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY IN 1965.

County	Per Cent of Fees Collected		County	Per Cent of Fees Collected	
	In All Counties	In Down-State Counties <sup>1</sup>		In All Counties	In Down-State Counties <sup>1</sup>
Adams.....	.820	1.420	Lee.....	.432	.748
Alexander.....	.128	.222	Livingston.....	.612	1.060
Bond.....	.205	.354	Logan.....	.414	.717
Boone.....	.256	.443	Macon.....	1.345	2.329
Brown.....	.093	.161	Macoupin.....	.545	.944
Bureau.....	.504	.872	Madison.....	2.331	4.037
Calhoun.....	.075	.131	Marion.....	.489	.847
Carroll.....	.240	.416	Marshall.....	.183	.317
Cass.....	.212	.367	Mason.....	.245	.424
Champaign.....	1.273	2.204	Massac.....	.201	.348
Christian.....	.508	.879	McDonough.....	.374	.647
Clark.....	.235	.407	McHenry.....	1.098	1.901
Clay.....	.237	.410	McLean.....	1.029	1.783
Clinton.....	.345	.597	Menard.....	.147	.255
Coles.....	.693	1.200	Mercer.....	.217	.377
Cook.....	42.256	.....	Monroe.....	.194	.336
Crawford.....	.298	.517	Montgomery.....	.449	.778
Cumberland.....	.123	.212	Morgan.....	.444	.769
DeKalb.....	.677	1.173	Moultrie.....	.193	.335
DeWitt.....	.261	.452	Ogle.....	.532	.922
Douglas.....	.269	.466	Peoria.....	2.084	3.609
DuPage.....	3.009	5.212	Perry.....	.255	.442
Edgar.....	.317	.549	Piatt.....	.213	.368
Edwards.....	.116	.200	Pike.....	.281	.486
Effingham.....	.273	.474	Pope.....	.047	.081
Fayette.....	.271	.469	Pulaski.....	.077	.133
Ford.....	.274	.475	Putnam.....	.076	.132
Franklin.....	.396	.686	Randolph.....	.330	.572
Fulton.....	.563	.975	Richland.....	.238	.412
Gallatin.....	.114	.197	Rock Island.....	1.891	3.274
Greene.....	.230	.399	Saline.....	.303	.524
Grundy.....	.306	.529	Sangamon.....	1.621	2.808
Hamilton.....	.115	.199	Schuyler.....	.120	.208
Hancock.....	.352	.609	Scott.....	.111	.192
Hardin.....	.062	.108	Shelby.....	.317	.548
Henderson.....	.124	.215	Stark.....	.138	.239
Henry.....	.652	1.130	St. Clair.....	2.418	4.187
Iroquois.....	.512	.887	Stephenson.....	.496	.859
Jackson.....	.426	.738	Tazewell.....	1.295	2.243
Jasper.....	.155	.268	Union.....	.205	.355
Jefferson.....	.364	.631	Vermilion.....	1.108	1.918
Jersey.....	.196	.339	Wabash.....	.187	.323
JoDaviess.....	.213	.369	Warren.....	.269	.465
Johnson.....	.091	.158	Washington.....	.186	.323
Kane.....	2.261	3.916	Wayne.....	.278	.482
Kankakee.....	1.079	1.869	White.....	.286	.494
Kendall.....	.262	.454	Whiteside.....	.691	1.196
Knox.....	.784	1.357	Will.....	2.055	3.558
Lake.....	2.685	4.651	Williamson.....	.526	.910
LaSalle.....	1.536	2.660	Winnebago.....	2.340	4.053
Lawrence.....	.224	.389	Woodford.....	.414	.717
Total.....			100.000 100.000		

<sup>1</sup> The 12 per cent of motor fuel tax which is allotted down-State counties is allocated to each county on the basis of the State license fees collected in that county in comparison with those collected in all down-State counties during the previous year. The percentages indicate the approximate share of allotments for each down-State county in 1966.

As an antirecession measure, Congress approved an additional apportionment of Federal-aid funds to the various States in 1958 in which the Federal participation was 66 $\frac{2}{3}$  per cent. These funds, which were identified as "D" funds, could be used on any of the Federal systems without limitation as to amount on any one system and could be claimed only on specific projects which were programed against these funds. All of these projects had to be completed by December 1, 1959, to be eligible for this type of Federal aid.



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In addition to the “D” fund apportionment, provision was made for the States to borrow two-thirds of the required matching funds on “D” projects. The total funds loaned under this provision were deducted in equal amounts from the 1960 and 1961 Federal-aid apportionments.

(d) *General Revenue for Highway Purposes.*—No General Revenue Fund appropriations were available for State highway work during 1965.

(e) *Miscellaneous Collections.*—The amount \$11,327,426.49 collected from miscellaneous sources is itemized in Table 8. All of these receipts were deposited in the Road Fund.

Public safety refunds consist of payments by members of the State Highway Police for lost equipment and fines and penalties assessed by the courts as a result of arrests by the State Highway Police. Reimbursement of expenses includes items such as refunds from railroads for costs of grade separation structures; refunds from other states for testing services; revenue from permits to operate oversize and overweight vehicles on State highways; sale of plans to contractors; and refunds from other individuals and agencies for construction on State highways performed for the benefit of both parties.

TABLE 12.—STATUS OF FEDERAL-AID FUNDS, DECEMBER 31, 1965.

For Year Ending June 30 <sup>1</sup>	Allotment	Work Completed and Re- imbursement Received <sup>2</sup>	Obligated by Contract or Agreement but not Completed <sup>3</sup>	Programed	Unobligated
FEDERAL-AID PRIMARY					
1959.....	\$ 15,191,611.00	\$ 15,191,611.00	.....	.....	.....
1959 <sup>5</sup> .....	3,038,322.00	3,038,322.00	.....	.....	.....
1959 <sup>10</sup> .....	11,989,762.88	11,989,762.88	.....	.....	.....
1960.....	15,469,427.00	15,469,427.00	.....	.....	.....
1961 <sup>11</sup> .....	13,514,886.00	13,514,886.00	.....	.....	.....
1961 <sup>7</sup> .....	3,103,237.00	3,103,237.00	.....	.....	.....
1962.....	13,618,918.75	13,618,918.75	.....	.....	.....
1963.....	15,425,095.00	15,425,095.00	.....	.....	.....
1964.....	15,968,454.00	15,968,454.00	.....	.....	.....
1965.....	16,343,528.00	16,343,528.00	.....	.....	.....
1966.....	16,578,576.00	5,458,027.44	\$10,970,529.44	\$71,600.00	\$ 78,419.12
1967 <sup>12</sup> .....	16,357,349.00	.....	.....	.....	16,357,349.00
Totals.....	\$156,599,166.63	\$129,121,269.07	\$10,970,529.44	\$71,600.00	\$16,435,768.12
FEDERAL-AID URBAN					
1956.....	\$ 12,098,383.00	\$ 12,098,383.00	.....	.....	.....
1957.....	10,696,428.00	10,696,428.00	.....	.....	.....
1957.....	2,198,233.00	2,198,233.00	.....	.....	.....
1958 <sup>4</sup> .....	11,970,829.00	11,970,829.00	.....	.....	.....
1959 <sup>6</sup> .....	12,272,368.00	12,272,368.00	.....	.....	.....
1959 <sup>10</sup> .....	756,446.35	765,446.35	.....	.....	.....
1960.....	15,748,139.00	15,748,139.00	.....	.....	.....
1961 <sup>8</sup> .....	12,872,016.00	12,872,016.00	.....	.....	.....
1962 <sup>9</sup> .....	14,721,935.90	14,721,935.90	.....	.....	.....
1963.....	14,849,013.00	14,849,013.00	.....	.....	.....
1964.....	15,229,044.00	15,229,044.00	.....	.....	.....
1965.....	15,550,670.00	15,550,670.00	.....	.....	.....
1966.....	16,093,859.00	11,006,250.63	\$5,087,608.37	.....	.....
1967 <sup>12</sup> .....	15,812,319.00	.....	2,984,517.54	\$600,725.00	\$12,227,076.46
Totals.....	\$170,869,683.25	\$149,969,755.88	\$8,072,125.91	\$600,725.00	\$12,227,076.46



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TABLE 12.—Continued.

For Year Ending June 30 <sup>1</sup>	Allotment	Work Completed and Re- imbursement Received <sup>2</sup>	Obligated by Contract or Agreement but not Completed <sup>3</sup>	Programed	Unobligated
FEDERAL-AID INTERSTATE					
1954 (50 per cent participation)	\$ 963,234.00	\$ 963,234.00	.....	.....	.....
1955 (50 per cent participation)	970,391.00	970,391.00	.....	.....	.....
1956 (60 per cent participation)	8,105,625.00	8,105,625.00	.....	.....	.....
1957 (60 per cent participation)	8,116,903.00	8,116,903.00	.....	.....	.....
1957	47,148,832.00	47,148,832.00	.....	.....	.....
1958	80,153,014.00	80,153,014.00	.....	.....	.....
1959	93,684,148.00	93,684,148.00	.....	.....	.....
1959	9,415,493.00	9,415,493.00	.....	.....	.....
1960 (90 per cent participation)	127,559,000.00	127,559,000.00	.....	.....	.....
1961	91,380,960.00	91,380,960.00	.....	.....	.....
1962	111,053,250.00	111,053,250.00	.....	.....	.....
1963	124,851,600.00	124,851,600.00	.....	.....	.....
1964	135,255,900.00	135,255,900.00	.....	.....	.....
1965	139,746,870.00	139,746,870.00	.....	.....	.....
1966	145,660,200.00	21,240,934.36	\$124,419,265.64	.....	.....
1967 <sup>12</sup>	167,014,532.00	.....	27,695,428.26	\$8,711,363.70	\$130,607,740.04
Totals.....	\$1,291,079,952.00	\$999,646,154.36	\$152,114,693.90	\$8,711,363.70	\$130,607,740.04
FEDERAL-AID SECONDARY					
1958.....	\$ 8,087,214.00	\$ 8,087,214.00	.....	.....	.....
1959.....	8,247,143.00	8,247,143.00	.....	.....	.....
1959 <sup>10</sup> .....	5,056,837.77	5,056,837.77	.....	.....	.....
1960.....	8,378,987.00	8,378,987.00	.....	.....	.....
1961.....	8,078,909.00	8,078,909.00	.....	.....	.....
1962.....	8,299,633.92	8,299,633.92	.....	.....	.....
1963.....	8,496,860.00	8,496,860.00	.....	.....	.....
1964.....	8,750,018.00	8,750,018.00	.....	.....	.....
1965.....	8,959,941.00	8,959,941.00	.....	.....	.....
1966.....	9,058,134.00	5,255,210.41	\$1,038,599.17	\$16,785.00	\$2,747,539.42
1967 <sup>12</sup> .....	8,944,771.00	.....	.....	.....	8,944,771.00
Totals.....	\$90,358,448.69	\$77,610,754.10	\$1,038,599.17	\$16,785.00	\$11,692,310.42
FEDERAL-AID-HPR <sup>13</sup>					
1967.....	\$3,169,474.00	\$86,657.26	.....	.....	\$3,082,816.74
Totals.....	\$3,169,474.00	\$86,657.26	.....	.....	\$3,082,816.74
FOREST HIGHWAYS					
1960.....	\$ 37,062.00	\$ 37,062.00	.....	.....	.....
1961.....	36,650.00	36,650.00	.....	.....	.....
1962.....	36,407.00	36,407.00	.....	.....	.....
1963.....	36,368.00	36,368.00	.....	.....	.....
1964.....	34,230.00	34,230.00	.....	.....	.....
1965.....	38,033.00	38,033.00	.....	.....	.....
1966.....	38,033.00	5,953.45	\$32,062.71	.....	\$ 16.84
1967.....	36,999.00	.....	.....	.....	36,999.00
Totals.....	\$293,782.00	\$224,703.45	\$32,062.71	.....	\$37,015.84



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TABLE 12.—Concluded.

- <sup>1</sup> All Federal allocations for previous fiscal years were completed and accepted by the Federal Bureau of Public Roads prior to December 31, 1960.
- <sup>2</sup> Refers to reimbursements received from Federal Bureau of Public Roads.
- <sup>3</sup> Based on contract prices plus 5 to 10 per cent for contingencies. Includes funds allocated to right-of-way acquisition and to highway planning and research projects.
- <sup>4</sup> 1958 allotment was \$14,947,982.00 of which \$2,977,153.00 was transferred to primary.
- <sup>5</sup> Transferred from 1959 urban allotment.
- <sup>6</sup> 1959 allotment was \$15,310,690.00 of which \$3,038,322.00 was transferred to primary.
- <sup>7</sup> Transferred from 1961 funds on April 28, 1960.
- <sup>8</sup> 1961 allotment was \$15,975,253.00 of which \$3,103,237.00 was transferred to primary on April 28, 1960.
- <sup>9</sup> 1962 allotment was \$14,845,085.00 of which \$123,149.10 was deducted and applied against the "L" fund allotment.
- <sup>10</sup> In the 1958 Federal-aid Highway Act additional Federal-aid funds were appropriated for the year ending June 30, 1959. Funds apportioned to Illinois for primary, urban, and secondary work were called "D" funds. Since these funds were an antirecession measure, they had to be obligated on December 1, 1958, and completed by December 1, 1959. Consequently their use was permitted on any system. The following tabulation shows the allocation of "D" funds to Illinois and their application:

	Allocation	Application
FAP.....	\$ 6, 979, 635	\$11, 989, 763
FAU.....	7, 034, 344	756, 446
FAS.....	3, 789, 068	5, 056, 838
Total.....	\$17, 803, 047	\$17, 803, 047

- <sup>11</sup> Net allocation after loans and advances.
- <sup>12</sup> Does not include 1½% used for Highway Planning and Research.
- <sup>13</sup> This is the 1½% which was deducted from regular apportionment for Highway Planning and Research.

4. STATE AIDS.—(a) *Motor Fuel Tax Funds*.—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and road districts. These funds remain in the State Treasury, but are credited to the account of each unit of government as they accrue. When a highway or street project is approved by the Division of Highways the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. Tables 4, 5, and 6 show the balances, allotments, and the amount disbursed to the counties, municipalities, and road districts in 1965.

(b) *Other State Aids*.—Occasionally, when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amounts advanced by the State and repaid by counties and cities are given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1965.....	\$769, 833.14	\$1, 147, 802.79	\$1, 917, 635.93
Expenditures during 1965 for construction and right-of-way to be repaid by counties and cities.....	—437, 892.65	2, 139, 522.62	1, 701, 629.97
Total.....	\$331, 940.49	\$3, 287, 325.41	\$3, 619, 265.90
Repayments during 1965.....	294, 665.83	1, 131, 719.47	1, 426, 385.30
Unpaid balances, December 31, 1965.....	\$ 37, 274.66	\$2, 155, 605.94	\$2, 192, 880.60



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5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.

(a) *State Highway Bonds*.—The \$60,000,000 highway bond issue (enacted on June 22, 1917, and approved by referendum vote of the people on November 4, 1918) and the \$100,000,000 highway bond issue (enacted on June 29, 1923, and approved by referendum vote of the people on November 4, 1924) are retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the \$60,000,000 highway bond issue was retired in 1953. The last of the \$100,000,000 highway bond issue matured in May of 1959, but \$25,000 in bonds have not been submitted for payment.

(b) *The Relief Bonds*.—An issue of \$20,000,000 authorized in 1932 and another for \$30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the \$20,000,000 relief bond issue was retired in 1950 and the final payment on the \$30,000,000 relief bond issue was made in 1955.

(c) *Expressway Bond Issue*.—Legislation in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without a referendum vote of the people in the amount of \$245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest.

The following tabulation lists the various series of expressway bonds issued by Cook County under this legislative authorization.

Series	Amount	Date of Issue	Interest Rate
A.....	\$ 40, 000, 000	Oct. 1, 1955	25⁄8
B.....	10, 000, 000	Oct. 1, 1957	37⁄8
C.....	25, 000, 000	June 1, 1958	23⁄4
D.....	25, 000, 000	Dec. 1, 1958	33⁄8
E.....	25, 000, 000	Nov. 1, 1959	4
F.....	25, 000, 000	May 1, 1960	31⁄2
G.....	25, 000, 000	Dec. 1, 1960	31⁄4
H.....	25, 000, 000	Oct. 1, 1961	31⁄2
I.....	25, 000, 000	May 1, 1962	27⁄8
J.....	20, 000, 000	Dec. 1, 1963	3
	\$245, 000, 000		

Since the purpose of the expressway bond issue was to construct State highways in Cook County, the State has paid \$138,810,410.91 into the Cook County Expressway Bond and Interest Sinking Fund since 1956 for the service of this bond issue. In 1965 the State made



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TABLE 13.—RECEIPTS, EXPENDITURES, AND BALANCES—ALL HIGHWAY FUNDS 1965.

Account	Totals All Funds	Road Fund			Motor Fuel Tax Fund						Grade Crossing Protection Fund
		Division of Highways	Other State Departments	Total	Division of Highways	Other State Departments	Counties	Cities	Townships and Road Districts	Total	
Balance in Funds January 1, 1965	\$122,290,471.35	\$29,064,334.54	\$31,960.00	\$29,096,294.54	\$1,485,176.55	\$14,660,959.36	\$39,594,879.48	\$55,088,527.96	\$17,215,164.90	\$128,044,708.34	\$1,460,070.50
Add—Receipts—1965											
Registration Fees	\$132,742,182.43	\$101,701,705.12	\$31,040,477.31	\$132,742,182.43							
Federal aids and grants	137,477,854.09	137,477,854.09		137,477,854.09							
Refunds from counties for Federal secondary construction	4,315,784.29	4,315,784.29		4,315,784.29							
Miscellaneous Collections	7,015,094.50	7,011,642.29		7,011,642.29							
Motor fuel tax revenues	189,431,253.37	60,436,545.03		189,431,253.37	\$1,485,176.55	\$14,660,959.36	\$39,594,879.48	\$55,088,527.96	\$17,215,164.90	\$128,044,708.34	\$1,460,070.50
General Fund highway revenues											
Trust Fund advance from Federal Government											
Trust Fund reimbursements by State											
Fines and penalties											
Total receipts—1965	\$478,962,158.59	\$310,963,530.73	\$31,040,477.31	\$342,004,008.04	\$1,485,176.55	\$14,660,959.36	\$39,594,879.48	\$55,088,527.96	\$17,215,164.90	\$128,044,708.34	\$1,460,070.50
Total revenues available—1965	\$593,182,629.94	\$340,057,865.27	\$31,072,437.81	\$371,130,302.58	\$2,966,754.56	\$14,661,184.36	\$39,123,899.38	\$59,192,283.49	\$34,778,222.06	\$249,089,816.68	\$2,920,521.71
Deduct—Expenditures—1965											
DIVISION OF HIGHWAYS:											
Construction of Highways:											
1. Construction	\$170,772,026.96	\$170,772,026.96		\$170,772,026.96							
2. Additions and betterments—SHI and FA routes	1,544,119.72	1,544,119.72		1,544,119.72							
3. Additions and betterments—Erection of traffic signals											
4. Additions and betterments—No-passing zones											
5. Construction through municipalities—Special appropriations											
6. City highway and beltline construction	863.14	863.14		863.14							
7. Construction of large bridges—Special appropriations											
8. State-aid construction	2,126.28	2,126.28		2,126.28							
9. State-aid reconstruction											
10. Miscellaneous construction—Special appropriations	397,728.84	46,034.63		443,763.47							
10a. Payments to Cook County for expressway construction	6,025,221.47	6,025,221.47		6,025,221.47							
10b. Payments to City of Chicago for expressway construction	14,593,649.03	14,593,649.03		14,593,649.03							
10c. Trust Fund reimbursements by State											
10d. Payments to St. Clair County—Access Roads											
10e. Bond Service—Cook County Expressway Bonds	20,832,233.21	20,832,233.21		20,832,233.21							
Total Construction	\$214,167,968.65	\$213,816,274.44		\$213,816,274.44							\$351,694.21
Construction of Highway Buildings, Including Land:											
11. Construction of buildings and improvements	\$3,000,240.17	\$3,000,240.17		\$3,000,240.17							
11a. Construction of weighing stations (including mobile units)	48,868.31	48,868.31		48,868.31							
Total construction of buildings	\$3,049,108.48	\$3,049,108.48		\$3,049,108.48							
Overhead Costs:											
12. Administration, engineering, testing, and equipment	\$332,665,291.08	\$332,665,291.08		\$332,665,291.08							
13. Administration expense—Motor Fuel Tax Law	1,718,644.14			1,718,644.14	\$1,718,644.14					\$1,718,644.14	
14. Compensation for damages to private property											
15. Mechanical, engineering, and testing services to other State Departments	3,508,767.28	3,508,767.28		3,508,767.28							
16a. Administering safety responsibility law	387,652.38	387,652.38		387,652.38							
16b. Transportation study of Chicago metropolitan area											
16c. Traffic Safety Promotion	40,327.39	40,327.39		40,327.39							
Total overhead	\$38,320,682.27	\$36,602,038.13		\$36,602,038.13	\$1,718,644.14					\$1,718,644.14	
Maintenance Costs:											
17. Maintenance of State Highways	\$46,840,830.23	\$46,840,830.23		\$46,840,830.23							
18. Maintenance of city highways and beltlines	703,855.98	703,855.98		703,855.98							
19. Highway traffic control	9,730,598.47	9,730,598.47		9,730,598.47							
20. Maintenance and operation of gates											
Total Maintenance	\$57,275,284.68	\$57,275,284.68		\$57,275,284.68							
Policing Costs:											
21. Policing of highways (traffic control)											
22. Construction, maintenance, and operation of police radio stations											
Total Policing											
Highway Debt Service:											
23. Principal payments on State highway bonds—\$90M and \$100M											
24. Interest payments on State highway bonds—\$90M and \$100M											
24a. Repayment to Federal Government											
Total debt service											
Total highway expenditures—Division of Highways	\$312,813,044.08	\$310,742,705.73		\$310,742,705.73	\$1,718,644.14					\$1,718,644.14	\$351,694.21
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES (FUND TRANSFERS AND ADVANCES)											
25. Refunds to counties—State Bond Issues											
26. Refunds to counties—See, 15d of Road and Bridge Laws											
27. Refunds to municipalities											
28. Motor fuel tax allotments paid to counties	\$36,271,631.10						\$36,271,631.10			\$36,271,631.10	
29. Motor fuel tax allotments paid to municipalities	47,749,739.45							\$47,749,739.45		47,749,739.45	
29a. Flood damage repair funds paid to local units											
29b. Advanced to counties for right-of-way purchased—Construction	4,437,892.65	4,437,892.65		4,437,892.65							
29c. Advanced to municipalities to facilitate construction	2,139,522.62	2,139,522.62		2,139,522.62							
29d. Funds paid to counties for construction of secondary and feeder roads											
29e. Motor fuel tax allotments paid to counties for townships and road districts	16,353,620.59								\$16,353,620.59	16,353,620.59	
Total disbursements to counties, townships, and municipalities	\$102,076,621.11	\$1,701,629.97		\$1,701,629.97			\$36,271,631.10	\$47,749,739.45	\$16,353,620.59	\$100,374,991.14	
OTHER STATE DEPARTMENTS:											
30. Operation of State Automobile Department—Secretary of State	\$7,603,475.20		\$7,603,475.20	\$7,603,475.20							
31. Operators' License Department—Secretary of State	6,247,188.59		6,247,188.59	6,247,188.59							
32. Administration of Motor Fuel Tax Law—Department of Revenue	387,761.36				\$387,761.36					\$387,761.36	
33. Refunds on nontaxable motor fuel—Department of Revenue	13,769,198.00				13,769,198.00					13,769,198.00	
34. Administration of compensation for damages—Department of Finance											
35. Employees' compensation—Auditor of Public Accounts and Department of Finance	295,235.65		295,235.65	295,235.65							
36. Treatment expense of injured employees—Department of Finance	135,042.64		135,042.64	135,042.64							
37. Printing and Postage—Department of Finance and Department of Revenue											
38. Policing of highways—Department of Public Safety	14,116,793.55		14,116,793.55	14,116,793.55							
38a. Court of Claims Awards—Auditor of Public Accounts	140,432.56		140,432.56	140,432.56							
38b. Operation of The Illinois State Toll Highway Commission											
38c. Architectural Services—Division of Architecture and Engineering	143,091.71		143,091.71	143,091.71							
38d. Operation of Safety Responsibility Department—Secretary of State											
38e. Land and Office Building—Cook County—Secretary of State	314,411.29		314,411.29	314,411.29							
38f. Administration of Motor Vehicle Law—Secretary of State											
38g. Addition to Centennial Building—Springfield—Secretary of State	1,884,966.51		1,884,966.51	1,884,966.51							
38h. Transfers to State Boating Act Fund—Available to Department of Conservation	504,000.00										
38i. Commission to investigate, study, and formulate a highway plan for State	10,916.51			10,916.51							
38j. Operation of Motor Vehicle Laws Commission	2,263.26			2,263.26							
38k. Operation of general office—Department of Public Works and Buildings											
Total expenditures—other State departments	\$49,615,780.00		\$30,954,826.54	\$30,954,826.54	\$14,990,490.26					\$14,990,490.26	
DIVERSIONS:											
39. Allotments paid to City of Chicago											
40. Allotments paid to State Common											
41. Principal and interest on \$20,000,000 Relief Bond Issue											
42. Principal and interest on \$30,000,000 Relief Bond Issue											
43. Emergency relief paid to counties											
44. Auditor of Public Accounts—Payment of Judgment against Kane Land Community School District											
45. Department of Conservation—Development of Lake Taylorville	\$85,650.77		\$85,650.77	\$85,650.77							
Total Diversions	\$85,650.77		\$85,650.77	\$85,650.77							
Grand Total Expenditures	\$460,591,101.86	\$312,444,335.70	\$31,960.00	\$344,435.70	\$2,966,754.56	\$14,661,184.36	\$39,123,899.38	\$59,192,283.49	\$34,778,222.06	\$249,089,816.68	\$2,920,521.71
Balance in Funds—December 31, 1965	\$132,591,528.08	\$27,613,529.57	\$31,960.00	\$27,645,489.57	\$1,248,110.42	\$225.00	\$31,551,729.28	\$51,412,543.56	\$18,421,602.36	\$102,634,211.01	\$2,011,827.59

<sup>1</sup> The transactions of the State Garage Revolving Fund are not included in this statement. They are: opening balance \$231,483.64; receipts \$2,719,742.17; expenditures \$2,653,126.72; and closing balance \$298,123.49.

<sup>2</sup> Includes \$54,000.00 transferred to State Boating Act Fund for use of the Department of Conservation. Line 38h shows amount of actual transfer. Balance of State Boating Act Fund is not pertinent to this statement.

<sup>3</sup> Includes \$4,903,444.02 consulting engineering fees charged to highway construction appropriation.

<sup>4</sup> Due to credit adjustments of charges recorded in prior years.

<sup>5</sup> Includes \$12,500.00 contractor's proposal guaranties retained in Protest Fund in State treasury pending disposition by court order.



## FINANCING

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TABLE 14.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913-1965.  
(EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund	Grade Crossing Protection Fund
<b>DIVISION OF HIGHWAYS:</b>							
Construction of Highways:							
1. Construction.....	\$2,769,992,895.78	\$2,373,132,384.85	\$142,887,084.16	\$562,255.90	\$248,741,445.41	\$4,669,725.46	
2. Additions and betterments—SBI and FA routes.....	19,106,592.87	18,514,627.54	353,012.70		238,952.63		
3. Additions and betterments—Erection of traffic signals.....	318,692.25	318,692.25					
4. Additions and betterments—No-passing zones.....	62,360.68	62,360.68					
5. Construction through municipalities—Special appropriations.....	1,170,422.62	1,170,422.62					
6. City highway and beltline construction.....	19,660,074.32	8,307,711.43			11,352,362.89		
7. Construction of large bridges—Special appropriations.....	1,388,401.26	663,714.45		724,686.81			
8. State-aid construction.....	4,150,460.98	4,150,460.98					
9. State-aid reconstruction.....	1,738,721.69	1,738,721.69					
10. Miscellaneous construction—Special appropriations.....	5,461,936.19	766,147.36		1,303,343.04			\$3,392,445.79
10a. Payments to Cook County for expressway construction.....	69,514,581.58	69,514,581.58					
10b. Payments to City of Chicago for expressway construction.....	144,929,007.95	144,929,007.95					
10c. Trust Fund reimbursement by State.....	586,173.10	586,173.10					
10d. Payments to St. Clair County—Access Roads.....	119,033.07	119,033.07					
10e. Bond service—Cook County expressway bonds.....	138,810,410.91	138,810,410.91					
Total construction.....	\$3,177,009,765.25	\$2,762,784,450.46	\$143,240,096.86	\$2,590,285.75	\$260,332,760.93	\$4,669,725.46	\$3,392,445.79
<b>Construction of Highway Buildings, including Land:</b>							
11. Construction of buildings and improvements.....	\$25,972,951.63	\$25,972,951.63					
11a. Construction of weighing stations (including mobile units)	1,431,055.90	1,431,055.90					
Total construction of buildings.....	\$27,404,007.53	\$27,404,007.53					
<b>Overhead Costs:</b>							
12. Administration, engineering, testing, and equipment.....	\$350,845,922.39	\$338,697,944.07	\$11,208,711.74	\$939,266.58	\$24,261,999.09		
13. Administration expense—Motor Fuel Tax Law.....	24,261,999.09						
14. Compensation for damages to private property.....	8,483.75	8,483.75					
15. Mechanical, engineering, and testing services to other State departments.....	18,294.14			18,294.14			
16. State-wide highway planning survey.....	30,012,315.62	30,012,315.62					
16a. Administering safety responsibility law.....	6,388,461.89	3,300,629.03		3,087,832.86			
16b. Transportation study of Chicago metropolitan area.....	2,505,049.98	2,505,049.98					
16c. Traffic Safety Promotion.....	40,327.39	40,327.39					
Total overhead.....	\$414,080,854.25	\$374,564,749.84	\$11,208,711.74	\$4,045,393.58	\$24,261,999.09		
<b>Maintenance Costs:</b>							
17. Maintenance of State highways.....	\$581,065,680.09	\$581,051,360.40		\$14,319.69	\$7,434,768.88		
18. Maintenance of city highways and beltlines.....	16,614,672.77	9,179,903.89					
19. Highway traffic control and safety.....	70,374,372.40	70,374,372.40					
20. Maintenance and operation of garages.....	14,283,048.90	3,109,199.15			1,173,849.75		
Total maintenance.....	\$672,337,774.16	\$663,714,835.84		\$14,319.69	\$8,608,618.63		



Policing Costs:  
21. Policing of highways.  
22. Construction, maintenance, and operation of police radio stations.  
Total policing.  
Highway Debt Service:  
23. Principal payments on State highway bonds—\$60M & \$100M.  
24. Interest payments on State highway bonds—\$60M & \$100M.  
24a. Repayment to Federal Government.  
Total debt service.  
Total expenditures—Division of Highways.  
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)  
25. Refunds to counties—State Bond Issue.  
26. Refunds to counties—Sec. 15d of Road and Bridge Laws.  
27. Refunds to municipalities.  
28. Motor fuel tax allotments paid to counties.  
29. Motor fuel tax allotments paid to municipalities.  
29a. Flood damage repair funds paid to local units.  
29b. Advanced to counties for right-of-way purchases and construction.  
29c. Advanced to municipalities to facilitate construction work.  
29d. Funds paid to counties for construction of secondary and feeder roads.  
29e. Motor fuel tax allotments paid to counties for townships and road districts.  
Total disbursements to counties, townships, and municipalities.  
OTHER STATE DEPARTMENTS:  
30. Operation of State Automobile Department—Secretary of State.  
31. Operators' License Department—Secretary of State.  
32. Administration of Motor Fuel Tax Law—Department of Revenue.  
33. Refunds on nontaxable motor fuel—Department of Revenue.  
34. Administration of compensation for damages—Department of Finance.  
35. Employees' compensation—Auditor of Public Accounts.  
36. Treatment expense of injured employees—Department of Finance.  
37. Highway printing and postage—Department of Finance and Department of Revenue.  
38. Policing of highways—Department of Public Safety.  
38a. Court of Claims—Auditor of Public Accounts.  
38b. Operation of the Illinois State Toll Highway Commission.  
38c. Architectural Services—Division of Architecture and Engineering.  
38d. Operation of Safety Responsibility Department—Secretary of State.

\$14,089,773.28	\$14,089,773.28								
1,183,980.79	1,183,980.79								
\$15,273,754.07	\$15,273,754.07								
\$159,975,000.00	\$159,975,000.00								
129,576,420.00	129,576,420.00							\$1,000,000.00	
1,000,000.00								\$1,000,000.00	
\$290,551,420.00	\$289,551,420.00								
\$4,596,657,575.26	\$4,133,293,217.74	\$154,448,808.60			\$6,649,999.02	\$293,203,378.65	\$5,669,725.46		\$3,392,445.79
\$16,106,858.76	\$14,855,855.12	\$1,251,003.64							
24,673,808.17	24,673,808.17								
760,508.93	716,730.49				\$43,778.44				
643,051,281.50	3,374,795.01					\$639,676,486.49			
755,865,455.26						755,865,455.26			
789,973.50					789,973.50				
8,512,028.86	8,141,933.10					370,095.76			
24,371,683.86	23,863,243.16					508,440.70			
29,616,643.57					29,616,643.57				
172,282,969.66						172,282,969.66			
\$1,676,031,212.07	\$75,626,365.05	\$1,251,003.64			\$30,450,395.51	\$1,568,703,447.87			
\$99,267,543.92	\$99,267,543.92								
61,104,209.86	61,104,209.86								
8,925,883.36						\$8,925,883.36			
294,450,254.30	183,551.18					294,266,703.12			
2,492,031.35	667.00								
	2,492,031.35								
1,625,494.65	1,625,494.65								
1,090,438.22	977,025.48								
154,226,223.81	154,226,223.81					113,412.74			
422,795.94	422,795.94								
635,059.23	635,059.23								
2,400,317.66	2,400,317.66								
2,280,299.47	2,280,299.47								



FINANCING

TABLE 14.—Concluded.

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund	Grade Crossing Protection Fund
38e. Land and Office Building—Cook County—Secretary of State.....	4,361,789.97	4,361,789.97					
38f. Administration of Motor Vehicle Law—Secretary of State.....	379,461.18	379,461.18					
38g. Addition to Centennial Building—Springfield—Secretary of State.....	5,026,236.80	5,026,236.80					
38h. Transfer to State Boating Act Fund—Available to Department of Conservation.....	1,218,000.00				1,218,000.00		
38i. Commission to investigate, study, and formulate a highway plan for State.....	19,820.42	19,820.42					
38j. Operation of Motor Vehicle Laws Commission.....	2,263.20	2,263.20					
38k. Operation of General Office—Department of Public Works and Buildings.....	61,009.13	61,009.13					
Total expenditures—other State departments.....	\$639,989,799.47	\$335,465,800.25			\$304,523,999.22		
DIVERSIONS:							
39. Allotments paid to City of Chicago for school purposes.....	\$15,644,228.60				\$15,644,228.60		
40. Allotments paid to State Common School Fund.....	6,654,256.46				6,654,256.46		
41. Principal and interest on \$20,000,000 Relief Bond Issue.....	26,217,795.00				26,217,795.00		
42. Principal and interest on \$30,000,000 Relief Bond Issue.....	40,764,831.00				40,764,831.00		
43. Emergency relief paid to counties.....	3,146,363.19				3,146,363.19		
44. Auditor of Public Accounts payments of Judgment against Kaneland Community Unit School District.....	750,000.00				750,000.00		
45. Department of Conservation — Development of Lake Taylorville.....	121,958.85	\$121,958.85					
Total diversions.....	\$93,299,433.10	\$121,958.85			\$93,177,474.25		
Grand total expenditures.....	\$7,005,978,019.90	\$4,544,507,341.89	\$155,699,812.24	\$37,100,394.53	\$2,259,608,299.99	\$5,669,725.46	\$3,392,445.79

<sup>1</sup> Includes \$250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.



FINANCING

payments totaling \$20,832,233.21 to Cook County for service on expressway bonds which together with earnings of the sinking fund will finance the following payments of principal and interest.

Bond Series	Principal		Interest	
	Amount	Due	Amount	Due
A.....	\$ 2, 000, 000.00	10-1-65	\$ 262, 500.00 262, 500.00	4-1-66 10-1-66
B.....	500, 000.00	10-1-65	125, 937.50 125, 937.50	4-1-65 10-1-65
C.....	1, 500, 000.00	10-1-65	185, 625.00 165, 000.00	10-1-65 4-1-66
D.....	1, 250, 000.00 1, 250, 000.00	12-1-65 12-1-66	168, 750.00 126, 562.50	12-1-65 6-1-66
E.....	1, 250, 000.00 1, 250, 000.00	12-1-65 12-1-66	250, 000.00 200, 000.00	12-1-65 6-1-66
F.....	1, 250, 000.00 1, 250, 000.00	5-1-65 5-1-66	262, 500.00 218, 750.00	5-1-65 11-1-65
G.....	1, 000, 000.00	12-1-65	341, 250.00 341, 250.00	6-1-65 12-1-65
H.....	500, 000.00 500, 000.00	10-1-65 10-1-66	385, 000.00 367, 500.00	10-1-65 4-1-66
I.....	1, 000, 000.00	5-1-66	316, 250.00 316, 250.00	11-1-65 5-1-66
J.....	2, 000, 000.00	12-1-65	270, 000.00 240, 000.00	12-1-65 6-1-66
Total.....	\$16, 500, 000.00		\$4, 931, 562.50	

The amounts retired and the amounts outstanding in the five bond issues are summarized below :

Bond Issue	Amount Issued	Amount Retired to 12-31-64	Amount Retired During 1965	Bonds Outstanding at 12-31-65
Highways.....	\$ 60, 000, 000	\$ 60, 000, 000		
Highways.....	100, 000, 000	99, 975, 000		\$ 25, 000
Highways Total.....	\$160, 000, 000	\$159, 975, 000		\$ 25, 000
Emergency Relief.....	\$ 20, 000, 000	\$ 20, 000, 000		
Emergency Relief.....	30, 000, 000	30, 000, 000		
Total Relief.....	\$ 50, 000, 000	\$ 50, 000, 000		
Cook County Expressways.....	\$245, 000, 000	\$ 81, 500, 000	\$ 16, 500, 000	\$ 147, 000, 000



FINANCING

The following tabulation shows the levy schedule and the amount of principal and interest due annually on the \$245,000,000 Cook County Expressway Bond Issue.

Levy Schedule		Year	Payment Schedule		
Principal	Interest		Principal Due Each Year	Interest Due Each Year	Total Bond Service Each Year
\$ 2,000,000	\$ 2,047,500.00	1955			
2,000,000	945,000.00	1956	\$ 2,000,000	\$ 1,050,000.00	\$ 3,050,000.00
2,500,000	1,280,000.00	1957	2,000,000	997,500.00	2,997,500.00
8,250,000	3,664,479.17	1958	2,500,000	1,332,500.00	3,832,500.00
10,750,000	3,991,783.33	1959	7,000,000	3,021,041.67	10,021,041.67
14,250,000	5,178,450.00	1960	9,500,000	3,663,958.33	13,163,958.33
14,500,000	5,604,700.00	1961	13,000,000	5,350,625.00	18,350,625.00
16,000,000	6,109,700.00	1962	14,000,000	5,356,875.00	19,356,875.00
16,500,000	5,772,825.00	1963	15,000,000	5,954,375.00	20,954,375.00
16,500,000	4,931,575.00	1964	16,500,000	5,700,000.00	22,200,000.00
17,500,000	4,390,325.00	1965	16,500,000	5,158,750.00	21,658,750.00
19,500,000	3,799,075.00	1966	17,500,000	4,617,500.00	22,117,500.00
18,250,000	3,161,575.00	1967	18,500,000	4,043,750.00	22,543,750.00
15,750,000	2,566,250.00	1968	19,500,000	3,420,625.00	22,920,625.00
13,250,000	2,063,125.00	1969	17,000,000	2,783,125.00	19,783,125.00
12,000,000	1,653,750.00	1970	14,500,000	2,230,000.00	16,730,000.00
12,000,000	1,288,125.00	1971	12,000,000	1,820,625.00	13,820,625.00
12,000,000	922,500.00	1972	12,000,000	1,455,000.00	13,455,000.00
8,500,000	607,500.00	1973	12,000,000	1,089,375.00	13,089,375.00
8,500,000	343,125.00	1974	8,500,000	723,750.00	9,223,750.00
4,000,000	131,250.00	1975	8,500,000	459,375.00	8,959,375.00
500,000	19,375.00	1976	4,500,000	195,000.00	4,695,000.00
		1977	2,500,000	48,125.00	2,548,125.00
\$245,000,000	\$60,471,987.50		\$245,000,000	\$60,471,875.00	\$305,471,875.00



IV. RIGHT-OF-WAY

1. GENERAL.—The Bureau of Right-of-way has the responsibility of supervising the expenditure of funds for right-of-way required in connection with the improvement of the State highway system. Assistance and advice are provided for the district engineers of each of the ten districts in matters relative to the acquisition of right-of-way by purchase or condemnation. The actual negotiations with the property owners are carried out by the district right-of-way engineer, under the direct supervision of the district engineer.

The acquisition of right-of-way for interstate routes in the Chicago metropolitan area is a joint undertaking of the City of Chicago, County of Cook, and the State of Illinois. Negotiations with property owners on the city and county portions are conducted by these agencies. Reimbursement to the county and city is made by the State for the costs to be borne from State and Federal funds.

2. RIGHT-OF-WAY ACQUIRED IN 1965.—A total of \$25,084,184.40 was expended for the purchase of State highway right-of-way during 1965. Of this amount, \$24,057,222.90 was spent by the Division of Highways while the County of Cook expended \$644,906.50 and the City of Chicago \$382,055.00. The cost of right-of-way for interstate highways amounted to \$10,520,278.64 or 41.9 per cent of the total right-of-way expenditures; that for other Federal-aid primary highways \$13,180,168.55 or 52.5 per cent; for Federal-aid secondary routes, \$349,824.50 or 1.4 per cent; and for other primary and secondary State routes \$1,033,912.71 or 4.2 per cent of the total. These expenditures are summarized by governmental unit acquiring the right-of-way in the following tabulation.

Government Purchasing Right-of-way	Primary System			Federal-aid Secondary	Other State	Total
	Federal-aid		State Only			
	Interstate	Primary				
State of Illinois...	\$ 9,493,317.14	\$13,180,168.55	\$344,840.19	\$349,824.50	\$689,072.52	\$24,057,222.90
City of Chicago...	382,055.00	.....	.....	.....	.....	382,055.00
Cook County.....	644,906.50	.....	.....	.....	.....	644,906.50
Total.....	\$10,520,278.64	\$13,180,168.55	\$344,840.19	\$349,824.50	\$689,072.52	\$25,084,184.40
Per Cent.....	41.9	52.5	1.4	1.4	2.8	100.0

A breakdown of the costs of right-of-way purchased by the State into right-of-way and incidental expense follows:

System	Expended for		Total
	Right-of-way	Incidental Items	
Interstate.....	\$ 8,794,739.95	\$ 698,577.19	\$ 9,493,317.14
Primary, Secondary, and Other.....	13,541,683.07	1,022,222.69	14,563,905.76
Total.....	\$22,336,423.02	\$1,720,799.88	\$24,057,222.90



RIGHT-OF-WAY

Table 15 summarizes right-of-way programed for Federal reimbursement by districts for interstate and other Federal-aid primary highways. State purchases of right-of-way are further analyzed in Table 16. In this table the number of parcels, the acreage, and the cost is given by district and system.

TABLE 15.—RIGHT-OF-WAY PURCHASED BY THE DIVISION OF HIGHWAYS DURING 1965 WHICH IS PROGRAMED FOR FEDERAL REIMBURSEMENT.

District	Number of Parcels	Acres	Expenditures	Per Cent Participation	
				Federal	State
FEDERAL-AID INTERSTATE					
1.....	131	178.493	\$1,271,368.18	90	10
2.....	78	553.718	813,666.10		
3.....	90	450.913	453,300.18		
4.....	37	260.854	246,171.62		
5.....	54	411.860	896,709.14		
6.....			57,130.53		
7.....	78	640.306	382,924.69		
8.....	440	375.030	3,020,197.26		
9.....	30	454.840	189,070.11		
10.....	59	218.170	1,379,815.87		
Total.....	997	3,544.184	\$8,710,353.68		
OTHER FEDERAL-AID HIGHWAYS					
1.....	9	29.362	\$1,422,444.71	50	50
2.....	10	5.630	332,705.85		
3.....					
4.....	4	6.102	88,759.25		
5.....	36	3.905	449,695.91		
6.....					
7.....					
8.....	37	29.638	200,221.95		
9.....	16	3.477	436,667.69		
10.....	26	28.619	459,944.35		
Total.....	138	106.733	\$3,390,439.71		



RIGHT-OF-WAY

TABLE 16.—ALL RIGHT-OF-WAY ACQUIRED BY DIVISION OF HIGHWAYS 1965.

District	Parcels	Acres	Cost
ON INTERSTATE HIGHWAYS			
1.....	132	187.773	\$ 1,378,948.43
2.....	84	593.378	854,444.52
3.....	91	467.413	461,391.68
4.....	44	292.528	263,716.80
5.....	54	411.860	1,011,584.57
6.....			36,869.28
7.....	84	671.296	387,008.69
8.....	466	390.536	3,286,898.18
9.....	30	454.840	192,453.23
10.....	64	220.903	1,620,001.76
Total.....	1,049	3,690.527	\$ 9,493,317.14
ON OTHER STATE PRIMARY AND SECONDARY HIGHWAYS			
1.....	295	241.785	\$ 4,155,748.47
2.....	202	270.984	1,199,499.95
3.....	140	55.075	502,748.82
4.....	120	178.225	459,807.83
5.....	168	192.623	1,589,196.76
6.....	62	149.776	562,979.17
7.....	101	464.528	321,139.52
8.....	206	186.205	901,286.35
9.....	130	68.296	793,627.54
10.....	312	54.495	4,077,658.15
Total.....	1,736	1,861.992	\$14,563,692.56
ALL RIGHT-OF-WAY ACQUIRED			
Expenses incurred on a State-wide basis.....			213.20
1.....	427	429.558	\$ 5,534,696.90
2.....	286	864.362	2,053,944.47
3.....	231	522.488	964,140.50
4.....	164	470.753	723,524.63
5.....	222	604.483	2,600,781.33
6.....	62	149.776	599,848.45
7.....	185	1,135.824	708,148.21
8.....	672	576.741	4,188,184.53
9.....	160	523.136	986,080.77
10.....	376	275.898	5,697,659.91
Total.....	2,785	5,552.519	\$24,057,222.90



## V. DESIGN

1. GENERAL.—The general administrative control and supervision of all highway activities relating to location, planning, design of State highways and highway structures, and incidentals; the processing of plans, programing of State highway projects financed entirely with State highway funds or in various proportions with Federal-aid highway trust funds; the development and preparation of highway and highway structure design standards, proposals, contracts, and specifications for road and bridge construction; and the awarding of State highway contracts for the Division, are performed by the Bureau of Design.

The duties of the Bureau of Design are supervised by the Engineer of Design and the Assistant Engineer of Design and executed by the Special Assignments Unit and four Section Engineers whose sections are made up of units as outlined in the following: (1) The Road Plans and Contracts Section, a composite of Highway Standards and Specifications Unit, Cost Estimating Unit, Special Provisions Unit, Critical Path Evaluation Method Unit, Plan Checking, and preparation of Proposals and Contracts Unit; (2) The Location and Roadway Planning Section, a composite of Location and Access Control Unit, Electrical and Mechanical Design Unit, Geometric Design Unit, Roadside Development Unit, Federal-aid Unit, and Railroad Crossings Unit; (3) The Bridge and Traffic Structures Section, a composite of Bridge Planning Unit comprised of two planning squads, Foreign Plans Unit, Inventory Ratings and Investigations Unit, Shop Plans and Inspections Unit, Plan Review, Estimating, and Special Provisions Unit, and a Bridge Design Unit comprised of seven design squads; (4) The Aerial Surveys Section, a composite of Surveys and Computations Unit, Plotting and Mapping Unit, and Aerial Photography Unit. Through these four Sections and through the counterpart of the Bureau in each of the ten Highway District Offices, the Bureau of Design performs all phases of State highway design and related field work for the Division. Additional details concerning the operation of the Road Plans and Contracts Section and the Bridge and Traffic Structures Section are given on page 26 of the 1951 Annual Report.

2. DESIGN PROGRAM.—The adjusted total of all State highway improvement contracts awarded during 1965 exclusive of right-of-way costs amounted to \$199,162,094.49. This includes highway construction, rehabilitation, and maintenance contract awards, utility and other agency agreement awards, preliminary engineering cost, additions and betterments awarded by the State, and State highway



DESIGN

contracts awarded by Cook County and the City of Chicago. Of this total \$15,036,885.23, not accounted for in the tabulation of this Section, includes adjustments made on regular construction contract awards, other highway improvement contract awards, preliminary engineering cost, and adjustments made on utility and other agency construction agreements, including Cook County and the City of Chicago utility and railroad grade crossing improvement awards. The difference between the total improvement costs of \$199,162,094.49 and the adjustments and agreement cost of \$15,036,885.23, amounting to \$184,125,209.26 represents the contract costs of 1965 analyzed in the discussion and tables which follow. This includes awards by the State, Cook County, and the City of Chicago. The individual contracts are listed in Table 22 of this report and summarized in the following tabulation by highway system and by the government awarding the contract.

Highway System	Class of Government						Per Cent of Total	
	State of Illinois		Cook County		City of Chicago			Total
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent		Amount
Interstate . . . . .	\$76,694,856.91	49.9	\$5,114,321.94	59.8	\$18,876,499.61	85.9	\$100,685,678.46	54.7
Other primary..	56,869,858.30	37.0	3,439,777.31	40.2	3,089,929.25	14.1	63,399,564.86	34.4
Secondary.....	19,574,211.74	12.8	.....	.....	.....	.....	19,574,211.74	10.6
Other (Part E) ..	465,754.20	0.3	.....	.....	.....	.....	465,754.20	0.3
Total.....	\$153,604,681.15	100.0	\$8,554,099.25	100.0	\$21,966,428.86	100.0	\$184,125,209.26	100.0
Per cent of total	83.4		4.7		11.9		100.0	

Of the total contracts amounting to \$184,125,209.26 as shown above, \$133,350,851.28 was expended for regular construction, itemized in Part A; \$28,616,688.18 was expended for rehabilitation and widening of existing State highways and highway structures, itemized in Part B; \$4,068,781.30 was expended for highway maintenance, itemized in Part C; \$2,715,054.04 was expended for miscellaneous construction and maintenance work of an extraordinary nature, performed by the State day labor forces, itemized in Part D; and \$465,754.20 was expended for miscellaneous nonhighway improvements of which \$401,560.86 was awarded by the State to private contractors, and \$64,193.34 was awarded to State day labor forces, itemized in Part E. The Federal-aid secondary contracts, financed with Federal-aid secondary and matching State or State and county road funds, and amounting to \$14,908,080.26, are listed in detail in Table 58 of Local Roads and Streets Section. However, the quantities, type of construction, and the cost of these contracts, are included with the secondary tabulations, in this report.



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Twelve (12) highway contract lettings were held by the State during 1965. A total of 605 contracts were advertised, which includes contracts rejected and readvertised during the year. Of these, 6 were withdrawn prior to the lettings, making a total of 599 contracts submitted for bids. There were 63 rejections and 3 received no bids, which made a total of 533 contracts awarded during 1965. A total of 2,529 bids were submitted on the contracts awarded, which made an average of 4.2 bidders per contract: In addition, 2 contracts pending from 1964 were awarded, 152 contracts were awarded for extraordinary maintenance work to the State Day Labor Section of the Bureau of Maintenance; one contract was awarded to county day labor, and 11 were awarded for railroad grade crossing improvements on Federal-aid secondary roads by the Bureau of Local Roads and Streets; 13 were awarded by Cook County, 13 by the City of Chicago, and 33 railroad grade crossing protection and crossing improvement contracts were awarded to respective railroad companies, making a total of 758 contracts awarded during 1965 by the State, by Cook County, and the City of Chicago.

3. INTERSTATE HIGHWAY CONTRACTS. — Contracts awarded by the State, Cook County, and the City of Chicago for construction, rehabilitation, and maintenance of interstate highways during 1965, provided for the following improvements:

### SURFACING:

5.19 miles continuously reinforced portland cement concrete pavement, divided 6-lane.....	\$ 5,205,465.20
60.79 miles continuously reinforced portland cement concrete pavement, divided 4-lane.....	33,120,910.64
4.31 miles continuously reinforced portland cement concrete pavement, 2-lane.....	1,444,700.61
2.62 miles portland cement concrete pavement, divided 4-lane.....	4,907,317.04
4.08 miles portland cement concrete pavement, 2-lane.....	1,325,322.25
0.96 miles flexible base with bituminous concrete surface.....	258,185.97
1.42 miles flexible base with bituminous surface treatment.....	219,212.27
5.24 miles bituminous concrete surface on existing rigid-type base.....	287,545.59
2.65 miles gravel or crushed stone surface course.....	533,129.82
2.86 miles gravel or crushed stone base course.....	177,679.04
8.00 miles bituminous surfacing of shoulders.....	7,282.50
4,927 sq. yds. pavement patching, concrete.....	361,196.98
Lane widening and driveway pavements.....	19,311.10
Total surfacing.....	\$ 47,867,259.01

### GRADING:

5.17 miles roadway grading.....	\$ 2,191,256.87
0.49 mile shoulder and drainage improvements.....	37,892.33
Total grading.....	\$ 2,229,149.20

### STRUCTURES:

15 bridges.....	\$ 2,044,713.61
6 structures tabulated in day labor schedule.....	43,154.00
71 highway grade separation structures.....	16,486,503.79
5 railroad grade separation structures.....	2,101,478.76
2 combination railroad-highway grade separation structures.....	3,748,185.19
2 elevated railroad structures.....	2,471,693.10
Poplar Street complex main line viaduct.....	7,154,498.96
1 elevated highway structure.....	1,566,412.00
1 elevated expressway interchange.....	7,115,220.56
5 reinforced concrete box culverts.....	482,718.96
32 engineers field offices.....	171,491.53
3 bridges rehabilitated.....	68,645.00
3 highway grade separation structures cleaned and painted.....	19,713.00
2 bridges, decks resurfaced.....	48,381.50
Total structures.....	\$ 43,522,809.96



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MISCELLANEOUS:	
80.86 miles highway signing and delineators.....	\$ 1,004,860.00
144.00 miles roadside mowing.....	350,751.52
13.75 miles highway signing.....	195,347.57
8.10 miles highway lighting.....	499,090.95
41.62 miles roadside landscaping.....	741,406.61
76.50 miles highway shrub beds cultivated.....	57,460.00
78.00 miles roadside tree spraying.....	18,355.30
30.00 miles roadside weed control spraying.....	3,113.25
15.00 miles roadside fertilizing.....	11,109.70
1.56 miles road guard construction.....	37,516.20
3.75 miles road guard maintenance.....	86,335.00
1,293 buildings removed from rights-of-way.....	433,913.15
5.64 miles bituminous surfacing of shoulders.....	106,365.40
Various rest-stops, parking area improvements.....	295,729.16
Dock wall construction.....	1,874,480.00
15.39 miles pavement markings.....	200,335.16
Main drain construction.....	994,344.00
4.04 miles highway fencing.....	60,494.41
Other.....	95,452.91
Total miscellaneous.....	\$ 7,066,460.29
Total all work, interstate system.....	\$100,685,678.46

The interstate highway improvements tabulated above are listed by contracts in Table 22.

4. PRIMARY HIGHWAY CONTRACTS.—Contracts awarded by the State, Cook County, and the City of Chicago for construction, rehabilitation, and maintenance of State primary highways during 1965, excluding interstate highways, provided for the following improvements:

SURFACING:	
1.01 miles continuously reinforced portland cement concrete pavement, divided 6-lane.....	\$ 1,412,707.09
2.90 miles continuously reinforced portland cement concrete pavement, divided 4-lane.....	2,286,494.98
10.41 miles portland cement concrete pavement, divided 4-lane.....	6,836,884.18
0.69 mile portland cement concrete pavement, 3-lane.....	85,375.75
15.77 miles portland cement concrete pavement, 2-lane.....	4,477,676.38
0.42 mile rehabilitation of portland cement concrete pavement, divided 4-lane....	136,665.24
1.85 miles rigid base course with bituminous concrete surface, divided 4-lane.....	3,312,669.49
298.39 miles bituminous concrete surfacing.....	10,810,871.89
109.70 miles intermittent bituminous concrete surfacing.....	1,990,387.02
5.54 miles flexible base with bituminous surface treatment.....	432,250.14
15.84 miles bituminous surface treatment.....	13,716.20
31.22 miles full-width rigid base course.....	7,528,589.87
2.42 miles full-width flexible base course.....	312,082.37
0.18 mile concrete base widening with bituminous concrete surface.....	93,504.00
19.74 miles pavement widening, concrete.....	2,008,150.53
11.49 miles pavement widening, bituminous.....	673,343.77
57,224 sq. yds. pavement patching, concrete.....	1,085,655.25
23,873 sq. yds. pavement patching, bituminous.....	435,327.75
Total surfacing improvements listed in primary portion of Day Labor summations.....	684,748.59
Total surfacing.....	\$ 44,617,100.49
GRADING:	
5.31 miles roadway grading.....	\$ 1,846,495.26
70.83 miles drainage ditch and shoulder rehabilitation.....	153,925.80
Drainage improvements.....	37,797.50
Total grading.....	\$ 2,038,218.56



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### STRUCTURES:

17 bridges.....	\$ 3,321,350.03
14 highway grade separation structures.....	1,885,721.99
3 railroad grade separation structures.....	346,301.65
2 combination railroad-highway grade separation structures.....	426,369.99
1 pedestrian overpass.....	130,699.25
1 pedestrian overpass extended.....	50,882.38
7 bridges, repaired.....	184,552.17
24 bridges, rehabilitated.....	1,384,184.33
9 bridges, widened.....	601,753.21
1 reinforced concrete box culvert.....	40,513.40
2 metal culverts.....	48,420.90
47 bridges, cleaned and painted.....	284,003.90
8 culvers, extended.....	44,175.60
2,975 sq. yds. concrete bridge deck patching.....	106,399.50
25 engineer's field offices.....	63,577.88
Total structure improvements listed in primary portion of Day Labor summations.....	748,465.70
Total structures.....	\$ 9,667,371.88

### MISCELLANEOUS:

971.10 miles roadside mowing.....	\$ 168,959.60
3,296.78 miles roadside weed control spraying.....	41,249.86
8.36 miles highway landscaping.....	98,365.85
7.34 miles stabilized shoulders.....	264,900.25
93.03 miles highway pavement markings.....	183,483.00
5.93 miles highway shoulders, rehabilitated.....	310,024.78
1.95 miles median drainage ditch construction.....	29,361.05
1.29 miles storm sewers.....	139,942.30
17.00 miles highway illumination.....	272,516.64
59 intersections, highway traffic control signals.....	1,009,814.00
5 intersections, flashing light beacons.....	25,075.10
4 miles highway lighting modified.....	8,964.20
3 intersections rehabilitated.....	248,980.72
54 intersections, traffic control signals modified.....	310,619.92
2.59 miles highway traffic signing and delineators.....	98,454.52
1.20 miles concrete curb and gutter reconstruction.....	91,927.50
10,000 inch dia. tree removal.....	23,500.00
23 railroad grade crossing improvements.....	251,820.94
104 buildings removed from rights-of-way.....	82,996.50
Utility adjustments.....	36,134.75
Total miscellaneous improvements listed in primary portion of Day Labor summations.....	893,391.15
Patrolling, inspecting, servicing, and maintaining traffic signals, highway lighting, signing, pumping stations, etc., and replacing damaged units, during 1965, throughout Districts 1 and 10.....	2,486,391.30
Total miscellaneous.....	\$ 7,076,873.93
Total all work, primary system.....	\$ 63,399,564.86

The noninterstate primary highway improvements tabulated above are listed by contracts in Table 22.

Table 17 shows the accumulated annual summaries of primary highway improvements awarded by the State. In order to maintain the summaries of contracts as originally tabulated, contracts awarded on primary highways by Cook County and the City of Chicago have been omitted from this Table.

5. SECONDARY ROAD CONTRACTS.—Contracts awarded by the State, during 1965, for construction, rehabilitation, and maintenance of State secondary roads, including Federal-aid secondary road contracts, provided for the following improvements:



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### SURFACING:

3.73 miles portland cement concrete pavement, divided 4-lane.....	\$ 1,953,946.23
0.05 mile portland cement concrete pavement, 2-lane.....	20,468.46
95.27 miles bituminous concrete surfacing.....	2,794,900.07
3.45 miles full-width concrete base course.....	1,538,472.02
2.94 miles concrete base course widening.....	74,981.89
1.51 miles flexible base course widening.....	35,949.40
4.31 miles bituminous surfacing.....	59,893.41
1.77 miles concrete base course with bituminous concrete surface.....	242,029.39
65.93 miles flexible base with bituminous surface treatment.....	3,431,587.22
35.04 miles bituminous surface treatment.....	193,658.18
10.00 miles aggregate seal coat.....	10,000.00
2.05 miles bituminous seal coat.....	169,138.49
27.56 miles flexible base with bituminous concrete surfacing.....	2,044,896.07
52.22 miles gravel or crushed stone surface course.....	1,908,569.67
20.92 miles gravel or crushed stone base course.....	1,002,863.13
4,858 sq. yds. pavement patching, concrete.....	85,513.10
6,649 sq. yds. pavement patching, bituminous.....	123,830.50

Total surfacing.....	\$ 15,690,697.23
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### GRADING:

3.00 miles intermittent earth grading.....	\$ 58,136.71
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### STRUCTURES:

23 bridges.....	\$ 2,437,723.53
12 structure improvements reported in day labor secondary portion of structure summations.....	76,979.70
11 bridges, rehabilitated.....	233,645.33
19 engineers field offices.....	20,528.67
10 reinforced concrete box culverts.....	252,913.97
1 culvert extension.....	7,120.14
4 minor structures.....	33,996.80
2 metal pipe culverts.....	11,824.60

Total structures.....	\$ 3,074,732.74
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### MISCELLANEOUS:

5 intersections, traffic control signals installed.....	\$ 143,548.53
4 intersections, traffic control signals modified.....	56,998.95
61.59 miles highway traffic signing.....	8,711.80
3.67 miles stabilized shoulders.....	84,427.55
4.41 miles gravel or crushed stone shoulders.....	33,656.50
19 railroad grade crossing improvements.....	282,655.50
Storm sewers.....	102,463.00
Other.....	38,183.23

Total miscellaneous.....	\$ 750,645.06
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Total all secondary work.....	\$ 19,574,211.74
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The above tabulation of secondary road improvements is a summary of State secondary road contracts listed in Table 22 of this Section, and the Federal-aid secondary road contracts listed in Table 58, Section XIII, Local Roads and Streets.



TABLE 17.—SUMMARY OF PRIMARY HIGHWAY CONTRACTS (INCLUDING FEDERAL-AID INTERSTATE) AWARDED BY THE STATE FROM 1918 THRU 1929 AND ANNUALLY FROM 1930 TO 1965 INCLUSIVE.

Year	Rigid-type Pavement <sup>1</sup>		Bituminous Surface on Gravel or Crushed Stone Base <sup>2</sup>		Gravel or Crushed Stone	Grading <sup>3</sup>	Structures <sup>4</sup>	Miscellaneous Items <sup>5</sup>	Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	
1918 Thru									
1929.....	6, 398.75	\$180, 977, 894.27				1, 768.06	1, 487	\$21, 239, 693.95	\$221, 983, 383.23
1930.....	943.18	24, 361, 360.36				152.05	136	2, 692, 560.27	29, 216, 894.20
1931.....	851.65	20, 674, 468.63				169.04	138	3, 243, 492.85	25, 850, 918.73
1932.....	966.31	21, 653, 238.74				190.02	169	3, 525, 399.65	27, 074, 389.71
1933.....	318.35	10, 668, 618.73				42.47	73	1, 979, 479.13	13, 364, 542.78
1934.....	327.29	12, 109, 016.10				105.63	129	4, 717, 863.41	18, 479, 690.43
1935.....	188.30	9, 422, 414.96	1.11	\$11, 581.43		117.80	86	3, 494, 429.76	15, 407, 763.95
1936.....	195.78	10, 904, 152.33	5.32	116, 810.01		130.82	128	7, 113, 311.90	21, 263, 614.05
1937.....	159.82	7, 618, 065.49	0.81	19, 965.66		146.13	97	3, 331, 017.45	14, 040, 873.34
1938.....	194.08	9, 879, 465.49			42.75	2, 618, 921.15	128	53, 576.00	16, 327, 494.65
1939.....	169.37	9, 722, 071.99	71.92	460, 027.13	93.08	2, 146, 642.80	70	3, 907, 178.43	241, 461.83
1940.....	178.14	7, 531, 631.24	81.84	788, 941.72	67.67	1, 316, 976.05	67	3, 185, 949.08	508, 172.66
1941.....	112.84	7, 287, 661.71	24.16	271, 963.03	24.18	1, 468, 430.66	38	2, 088, 929.55	13, 248, 281.61
1942.....	278.75	15, 546, 937.21	17.15	246, 833.30	63.05	1, 801, 582.16	36	3, 143, 428.81	11, 653, 191.55
1943.....	149.05	9, 684, 627.25		88, 313.18	13.47	249, 932.21	20	5, 000.00	17, 153, 144.78
1944.....	215.00	9, 003, 166.62	18.23	262, 924.28	11.57	725, 263.53	5	28, 052.56	10, 534, 453.99
1945.....	207.83	9, 494, 309.89	1.65	294, 142.53	10.71	134, 035.24	14	72, 906.34	10, 167, 371.90
1946.....	180.28	8, 937, 963.46		301, 986.07	1.91	320, 495.87	22	255, 316.65	11, 952, 597.58
1947.....	332.65	16, 991, 253.50	42.01	428, 314.96	0.90	527, 017.84	29	1, 329, 042.96	13, 276, 360.68
1948.....	130.21	10, 690, 263.73	28.51	619, 200.80	6.35	274, 695.67	42	2, 788, 282.15	23, 447, 490.20
1949.....	269.81	20, 484, 006.43	10.52	223, 422.04	1.50	1, 448, 207.65	28	3, 791, 027.50	20, 808, 088.13
1950.....	166.99	10, 541, 566.55	54.79	864, 297.81	10.14	409, 674.12	33	4, 392, 104.94	26, 672, 209.20
1951.....	578.53	32, 589, 431.82	14.05	97, 720.06	0.50	211, 710.37	17	2, 122, 684.34	13, 722, 834.53
1952.....	1, 081.51	61, 872, 623.68	12.56	237, 494.65	0.38	524, 194.94	66	5, 720, 996.03	40, 439, 677.10
1953.....	446.05	30, 654, 204.85	105.22	2, 109, 239.09		1, 187, 178.24	79	9, 938, 257.23	77, 518, 939.33
1954.....	717.64	43, 156, 715.64	28.89	795, 926.99		923, 073.23	110	13, 108, 725.63	46, 464, 174.03
1955.....	416.70	43, 493, 537.82	17.34	243, 793.04		1, 151, 936.22	138	15, 689, 551.99	62, 977, 261.01
1956.....	540.39	44, 785, 993.93	61.87	1, 081, 026.33		788, 734.45	85	15, 865, 443.70	64, 299, 508.72
1957.....	677.52	36, 640, 700.15	49.37	2, 602, 538.85		3, 067, 486.38	108	16, 011, 210.53	70, 503, 453.45
1958.....	1, 603.70	80, 439, 657.12	26.49	1, 584, 938.55		4, 506, 176.73	167	36, 580, 830.49	88, 972, 986.92
1959.....	433.82	93, 604, 201.65	18.69	1, 375, 810.77		2, 794, 857.57	166	40, 077, 166.08	135, 726, 624.63
1960.....	804.62	88, 796, 450.00	34.69	1, 993, 251.07	78.03	2, 519, 432.54	177	32, 553, 234.90	139, 916, 337.23
1961.....	533.12	73, 972, 728.04	34.69	1, 162, 105.91	0.39	7, 329, 982.66	240	35, 287, 332.57	148, 657, 377.41
1962.....	884.38	98, 255, 280.71	13.63	1, 881, 997.14		2, 569, 834.98	132	23, 334, 504.40	115, 722, 683.07
1963.....	655.75	110, 555, 657.14	20.15	1, 881, 997.14		3, 404, 944.75	260	38, 115, 180.28	156, 523, 205.61
1964.....	518.75	94, 287, 564.88	4.98	1, 050, 148.31	8.39	15, 011, 562.13	218	40, 845, 652.28	185, 377, 921.02
1965.....	550.06	80, 507, 570.26	9.24	1, 636, 755.06	7.65	7, 772, 734.42	189	41, 327, 890.36	162, 946, 429.48
			7.92	909, 648.38	7.93	3, 148, 648.91	129	33, 079, 525.01	133, 564, 715.21
Totals....	23, 376.96	\$1, 457, 796, 471.37	873.32	\$25, 734, 321.29	456.69	\$13, 118, 421.57	5, 128	\$481, 467, 138.26	\$2, 221, 045, 075.19

Note: Contracts awarded by Cook County and the City of Chicago on interstate and other primary highways are not included in this table.

<sup>1</sup> Mileage includes bituminous surfacing of existing pavements, but not bituminous surface treatment on existing bituminous surfaces, nor pavement patching, nor pavement lane widening, but cost includes all four of these items.

<sup>2</sup> Cost includes seal coats but seal coat mileage is excluded.

<sup>3</sup> Consists only of grading cost separate from surfacing and other work.

<sup>4</sup> Consists only of structure contracts tabulated separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.

<sup>5</sup> Includes such items as railroad grade crossing protection, landscaping, traffic control signals, highway lighting, sidewalks, etc.



TABLE 18.—SUMMARY OF SECONDARY ROAD CONTRACTS AWARDED BY THE STATE  
FROM 1933 THRU 1942 AND ANNUALLY FROM 1943 TO 1965 INCLUSIVE.

Year	Rigid-type Pavement <sup>1</sup>		Bituminous Surface on Gravel or Stone Base <sup>2</sup>		Gravel or Crushed Stone <sup>3</sup>		Grading <sup>4</sup>		Structures <sup>5</sup>		Miscellaneous Items <sup>6</sup>	Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost		
1933 Thru												
1942.....	129.70	\$5,805,660.07	437.65	\$2,198,482.33	890.22	\$8,892,813.96	465.89	\$4,179,015.84	261	\$6,140,326.41	\$371,330.99	\$27,587,629.60
1943.....	19.38	747,741.33	16.26	168,227.47	22.22	325,247.73	0.56	20,836.65	5	201,148.68	13,494.80	1,476,696.66
1944.....	22.81	805,464.67	22.94	292,709.39	21.51	291,343.64	0.78	18,937.50		7,603.00	8,550.00	1,424,608.20
1945.....	16.55	578,905.81		170,536.87	14.09	232,012.25		36,618.98			9,432.26	1,027,506.17
1946.....	15.71	495,613.35	14.87	221,237.37	17.95	412,884.21	3.71	154,579.46	10	415,441.03	27,730.58	1,727,486.00
1947.....	57.78	2,411,603.43	161.67	2,813,024.80	153.68	3,222,092.24	27.50	435,855.38	17	715,187.68	35,446.00	9,633,209.53
1948.....	8.45	852,921.76	145.05	3,596,940.14	175.44	4,081,884.47	22.84	594,337.16	22	2,105,393.44	59,371.76	11,290,848.73
1949.....	17.93	710,587.67	86.54	1,511,091.90	29.07	710,902.70	12.63	192,778.93	12	537,534.52	122,158.64	3,785,054.36
1950.....	6.30	286,456.04	97.83	1,561,673.09	94.17	1,369,801.02	11.62	176,226.21	11	577,441.31	158,483.10	4,130,080.77
1951.....	19.69	951,849.88	81.35	1,597,737.83	51.06	1,058,978.27	10.62	564,539.68	13	689,815.02	69,642.63	4,932,563.31
1952.....	38.30	1,834,170.46	220.83	4,488,003.27	87.25	1,983,171.76	18.83	285,781.22	20	1,204,636.23	263,382.21	10,059,145.15
1953.....	56.07	2,601,049.28	285.77	7,326,834.26	142.37	3,241,836.72	20.08	360,152.21	31	1,422,198.32	230,426.68	15,182,497.47
1954.....	9.35	497,045.51	215.02	4,342,166.56	91.15	1,731,106.45	11.90	137,890.39	22	979,771.87	315,658.98	8,003,639.76
1955.....	64.59	2,753,059.21	344.70	6,927,467.78	146.23	2,479,224.75	26.96	456,048.21	59	3,149,576.80	461,646.91	16,227,023.66
1956.....	56.75	2,763,053.01	306.54	7,526,801.50	148.85	3,462,362.01	7.34	216,814.92	32	2,013,524.71	430,080.05	16,412,636.20
1957.....	52.30	2,352,939.44	329.84	8,384,424.32	141.34	3,288,658.94	24.08	460,246.55	51	2,794,080.08	627,107.77	17,907,457.10
1958.....	87.42	5,698,177.40	552.06	14,314,033.80	190.50	4,735,658.17	28.68	754,010.91	87	5,460,774.10	219,512.51	31,182,166.89
1959.....	41.90	3,373,734.63	274.92	7,625,752.42	103.58	3,323,693.75			45	3,254,797.91	719,300.46	18,297,279.17
1960.....	64.82	7,388,775.70	234.59	8,930,220.24	127.87	3,670,709.36	11.84	286,251.45	35	2,742,173.76	1,938,910.72	24,957,041.23
1961.....	145.77	8,795,478.15	191.20	7,068,363.37	108.10	2,697,724.29	9.16	267,387.83	51	3,561,705.20	842,104.10	23,232,762.94
1962.....	93.35	7,649,696.99	233.47	9,805,704.13	110.32	3,396,462.45	7.70	1,198,367.19	57	2,343,932.93	2,320,451.98	26,714,615.67
1963.....	92.34	10,865,163.75	136.21	7,835,407.54	117.09	2,936,057.68	6.85	147,208.60	34	2,550,848.06	1,164,246.18	25,498,931.81
1964.....	73.27	6,004,963.03	115.74	6,718,084.89	87.34	2,976,052.26	14.87	317,809.87	29	1,631,840.89	801,553.18	18,450,304.12
1965.....	108.58	7,109,122.96	93.49	5,670,141.47	73.14	2,911,432.80	3.00	58,136.71	37	2,724,634.30	1,100,743.50	19,574,211.74
Totals....	1,299.11	\$83,333,233.53	4,571.54	\$121,095,066.74	3,144.54	\$63,432,111.88	747.44	\$11,319,831.85	941	\$47,224,386.25	\$12,310,765.99	\$338,715,396.24

Note: This table includes all contracts awarded by the State on Federal-aid secondary road system, secondary roads established prior to the Federal-aid secondary system, State-aid roads, roads serving State parks and institutions, scenic roads, roads approved for construction by Senate and House bills, and Federal financed forest highways and defense access roads.

<sup>1</sup> Mileage and cost includes portland cement concrete pavements, full width rigid-type base, and bituminous concrete surfacing of rigid-type pavements, but mileage does not include bituminous surface treatment, seal coats, base repairs, patching, or pavement lane widening, but cost includes all of these items.

<sup>2</sup> Cost includes seal coats on existing bituminous surfaces and of flexible base repairs, but mileage is excluded.

<sup>3</sup> Includes mileage and cost of shale and soil-cement surfaced roads.

<sup>4</sup> Consists of grading cost separate from surfacing and other work.

<sup>5</sup> Consists of bridges and highway structure contracts tabulated separately from surfacing or grading.

<sup>6</sup> Includes such items as railroad grade crossing protection, landscaping, highway lighting, traffic control signals, etc.



## DESIGN

6. PAVEMENT, BRIDGE, AND STRUCTURE REHABILITATION.—Contracts awarded during 1965 by the State, for modernizing and rehabilitating existing State highways and highway structures, are classified by system and listed by contracts in Part B of Table 22. Rehabilitation of State highways is an essential part of our highway program. The total of interstate highway contracts, listed in Part B, amounted to \$640,900.75 or 0.84 per cent of the total interstate highway contracts awarded by the State; noninterstate primary highway contracts amounted to \$24,575,436.06 or 43.21 per cent of the total primary highway contracts awarded by the State; and contracts awarded on State secondary roads, excluding Federal-aid secondary awards, amounted to \$3,400,351.37 or 72.87 per cent of the total secondary road contracts awarded, excluding FAS contract awards. The total contracts listed in Part B of Table 22, accounts for \$28,616,688.18 or 20.70 per cent of all highway contracts awarded by the State; and provided for the following improvements:

### INTERSTATE HIGHWAYS:

4.94 miles bituminous concrete surfacing, continuous.....	\$ 240,322.77
4,927 miles pavement patching, concrete.....	361,196.98
1 bridge rehabilitated.....	39,381.00
Total, interstate system.....	\$ 640,900.75

### PRIMARY HIGHWAYS:

296.05 miles bituminous concrete surfacing, continuous.....	\$ 8,556,949.46
109.70 miles bituminous concrete surfacing, intermittent.....	1,990,387.02
19.74 miles widening existing base course, concrete.....	2,008,150.53
11.49 miles widening existing base course, bituminous.....	673,343.77
31.22 miles full-width base course, concrete.....	7,528,589.87
2.42 miles full-width base course, bituminous concrete.....	312,082.37
57,224 sq. yds. pavement patching, concrete.....	1,085,655.25
23,873 sq. yds. pavement patching, bituminous.....	435,327.75
22 bridges, rehabilitated.....	1,315,025.23
8 bridges, widened.....	607,219.41
8 existing culverts, extended.....	38,709.40
10 engineers field offices.....	23,996.00
Total, primary system.....	\$ 24,575,436.06

### SECONDARY ROADS:

40.59 miles bituminous concrete surfacing, continuous.....	\$ 1,484,853.33
2.94 miles widening existing base course, concrete.....	74,981.89
1.51 miles widening existing base course, flexible.....	35,949.40
3.45 miles full-width base course, concrete.....	1,538,472.02
4,239 sq. yds. pavement patching, concrete.....	70,460.60
6,649 sq. yds. pavement patching, bituminous.....	123,830.50
8 bridges, rehabilitated.....	61,403.63
3 engineers field offices.....	10,400.00
Total, secondary system.....	\$ 3,400,351.37

Total all systems, Part B.....	\$ 28,616,688.18
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7. HIGHWAY MAINTENANCE CONTRACTS. — Contracts awarded by the State for repairs, maintenance, and restoration of State highways and highway structures, necessitated by the agencies and forces of nature, for such work as painting and repair of structures, roadside mowing, fertilizing, cultivating, etc. (excluding State day labor and Federal-aid secondary contracts), are listed as extraordinary maintenance work in Part C of Table 22, and provided for the following improvements:



# DESIGN

ON INTERSTATE SYSTEM	
143.99 miles roadside mowing.....	\$ 350,751.52
30.00 miles roadside weed control spraying.....	3,113.25
78.00 miles tree spraying.....	18,355.30
15.00 miles roadside turf fertilizing.....	11,109.70
3 highway grade separation structures cleaned and painted.....	19,713.00
2 highway grade separation structures repaired.....	29,264.00
2 bridges, decks resurfaced.....	48,381.50
76.50 miles shrub beds cultivated.....	57,460.00
Road guards rehabilitated.....	86,335.00
Total on interstate system.....	\$ 624,483.27
ON PRIMARY SYSTEM (Excluding interstate)	
971.10 miles roadside mowing.....	\$ 168,959.60
3,296.78 miles roadside weed control spraying.....	41,249.86
1 unit engineers field office.....	500.00
6 bridges, repaired.....	161,931.97
47 bridges, cleaned and painted.....	284,003.90
1 highway grade separation structure repaired.....	22,620.20
2.975 sq. yds. concrete bridge deck patching.....	106,399.50
Patrolling, inspecting, servicing, and maintaining traffic signals, highway lighting, signing, pumping stations, etc., and replacing damaged units, during 1965, throughout Districts 1 and 10.....	\$ 2,486,391.30
Total on primary system (excluding interstate).....	\$ 3,272,056.33
ON SECONDARY SYSTEM	
3 bridges, repaired.....	\$ 172,241.70
Total on secondary system.....	\$ 172,241.70
Total all systems, Part C.....	\$ 4,068,781.30

8. STATE DAY LABOR HIGHWAY CONTRACTS. — Contracts awarded by the State to the State Day Labor Section of the Bureau of Maintenance, for specific construction, reconstruction, and maintenance work of an extraordinary nature, are listed in Part D of Table 22.

State day labor contracts awarded during 1965 totaled \$2,779,247.38, of this amount \$1,603,915.78 was financed from the State day labor highway construction fund, of which \$66,250.60 was expended on interstate highways, \$1,434,921.84 on other primary highways, \$57,938.00 on secondary roads, and \$44,805.34 on nonhighway improvements; \$1,155,943.60 was financed from the State day labor highway maintenance fund, of which \$14,942.00 was expended on interstate highways, \$1,083,406.90 on other primary highways, and \$57,594.70 on secondary road improvements; and \$19,388.00 was financed from capital outlay funds for improvements not located on any of the State's highway systems. All of which provided for the following improvements:

ON INTERSTATE SYSTEM	
SURFACING:	
8.00 miles bituminous surfacing of shoulders, intermittent.....	\$ 7,282.50
Driveway pavement, concrete.....	1,944.60
Concrete lane widening.....	17,366.50
Total paving and surfacing.....	\$ 26,593.60
STRUCTURES:	
2 highway grade separation structures repaired.....	\$ 4,600.00
2 bridge decks reconstructed.....	29,021.00
1 bridge, slope walls repaired.....	7,000.00
1 bridge, piers repaired.....	2,533.00
Total structures.....	\$ 43,154.00
MISCELLANEOUS:	
2 weigh stations repaired.....	\$ 5,420.00
Channel stablized.....	6,025.00
Total miscellaneous.....	\$ 11,445.00
Total day labor work on interstate system.....	\$ 81,192.60



## DESIGN

### ON PRIMARY SYSTEM (Excluding interstate)

<b>SURFACING:</b>	
Portland cement concrete surfacing of islands and medians.....	\$ 20,367.50
0.14 mile bituminous concrete surfacing, intermittent.....	9,802.00
7.20 miles sunopal seal coat aggregate application.....	7,729.00
7.30 miles bituminous surface treatment on existing flexible base.....	60,520.90
14.34 miles base repair and bituminous seal coat.....	47,253.49
57.68 miles bituminous seal coat on existing bituminous surface.....	129,878.70
16,546 sq. yds. pavement patching, concrete.....	409,197.00
Total surfacing.....	\$ 684,748.59
<b>GRADING:</b>	
Drainage improvements.....	\$ 37,797.50
70.83 miles ditch and shoulder grading.....	153,925.80
Total grading.....	\$ 191,723.30
<b>STRUCTURES:</b>	
1 pedestrian bridge.....	\$ 5,008.40
43 bridges rehabilitated or repaired.....	358,613.40
5 railroad grade separation structures repaired.....	106,375.70
1 reinforced concrete box culvert.....	30,363.50
32 bridges, deck sealant applied.....	40,012.50
2 bridges, deck and handrail rehabilitated.....	11,971.00
8 bridges, decks resurfaced with bituminous concrete.....	6,567.00
5 bridges, decks rehabilitated.....	83,485.90
11 bridges, handrails modified.....	58,758.30
Concrete culvert headwalls removed to side-slope grade.....	47,310.00
Total structures.....	\$ 748,465.70
<b>MISCELLANEOUS:</b>	
18.64 miles bituminous stabilization of shoulders.....	\$ 110,775.10
8.16 miles gravel or crushed stone shoulders.....	29,643.00
54.28 miles bituminous undersealing of pavement.....	146,507.40
9.13 miles road guard construction.....	166,157.75
8.67 miles road guards modified.....	165,887.65
0.74 mile paved ditches.....	82,140.00
4 roadside rest stops.....	56,050.00
7 historical marker sites.....	40,280.50
Expansion joint construction.....	37,701.00
Other.....	58,248.75
Total miscellaneous.....	\$ 893,391.15
Total day labor work on primary system (excluding interstate).....	\$ 2,518,328.74

### ON SECONDARY SYSTEM

<b>SURFACING:</b>	
10.00 miles aggregate seal coat on existing flexible surface.....	\$ 10,000.00
619 sq. yds. pavement patching, concrete.....	15,052.50
Total surfacing.....	\$ 25,052.50
<b>STRUCTURES:</b>	
6 bridges repaired.....	\$ 36,968.70
3 bridges, decks rehabilitated.....	22,822.50
1 bridge rehabilitated.....	3,142.00
1 bridge, deck and handrails rehabilitated.....	6,444.50
1 bridge, handrails rehabilitated.....	7,602.00
2 structures, expansion joints repaired.....	13,500.50
Total structures.....	\$ 90,480.20
Total day labor work on secondary system.....	\$ 115,532.70

### DAY LABOR NONHIGHWAY IMPROVEMENTS

12,160 cu. yds. earth embankment.....	\$ 9,728.00
2.40 miles bituminous resurfacing of park road.....	42,740.34
Bituminous resurfacing of safety training driving area.....	2,065.00
Rehabilitation of highway maintenance storage building.....	9,660.00
Total day labor nonhighway work.....	\$ 64,193.34
Total all State day labor contracts awarded during 1965.....	\$ 2,779,247.38

## DESIGN

9. OTHER MISCELLANEOUS CONTRACTS. — Contracts awarded by the State for related improvements, not located on any State highway system, such as, constructing and rehabilitating State park and scenic drives, connecting and service roads, material storage and parking areas, miscellaneous structures, etc., all pertaining to State parks, institution and hospital grounds, conservation areas, highway office grounds, etc., amounted to \$465,754.20; are listed by contracts in Part E of Table 22, and provided for the following improvements:

### SURFACING:

13.98 miles flexible base with bituminous surface treatment.....	\$	151,728.98
12.84 miles bituminous surface treatment.....		86,081.08
8.60 miles bituminous road resurfacing.....		111,985.53
3.70 miles road-oil applied.....		3,125.76
Parking area resurfacing, bituminous.....		33,251.10
Driving training area resurfacing, bituminous.....		2,065.00
Total surfacing.....	\$	388,237.45

### GRADING:

12,160 cu. yds. earth embankment.....	\$	9,728.00
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### MISCELLANEOUS:

Storage bins constructed.....	\$	11,637.35
1 building rehabilitated.....		9,660.00
Maintenance of two-way radio system.....		45,891.40
1 engineers field office.....		600.00

Total miscellaneous.....	\$	67,788.75
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Total all work, Part E.....	\$	465,754.20
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10. FEDERAL AND NONFEDERAL PROGRAMS.—The total obligation of State highway contracts awarded during 1965, by the State, Cook County, and the City of Chicago, amounted to \$184,125,209.26. Federal funds were involved in contracts amounting to \$152,716,818.23, or 82.94 per cent of the total contracts awarded; and contracts financed entirely with State funds, or with State and matching city or county funds, amounted to \$31,408,391.03, or 17.06 per cent of the total contracts awarded.

The status of Federal-aid allotments to the State of Illinois is given in Table 12, of Section III, while contracts awarded by each unit of government for highway purposes, are classified by funds in Table 19.

(a) *Interstate Highway Awards.*—Contracts awarded by the State on the interstate highway system, financed with 100 per cent Federal funds, amounted to \$3,261,529.78; contracts financed with 90 per cent Federal and 10 per cent State funds, amounted to \$69,350,534.97; contracts financed with 50 per cent Federal and matching State, county, or city funds, amounted to \$79,526.70; and contracts financed with 100 per cent State funds, amounted to \$4,003,265.46. Contracts awarded by Cook County and the City of Chicago, financed with 100 per cent Federal funds, amounted to \$2,471,693.10; contracts financed with 90 per cent Federal and 10 per cent State or municipal funds, amounted to \$19,644,648.55; and contracts financed with 50 per cent Federal and matching State or municipal funds, amounted to \$1,874,480.00. The total of State highway contracts awarded on the interstate system, amounted to \$100,685,678.46, are tabulated by contracts in Table 22.



TABLE 19.—TABULATION OF 1965 CONTRACT AWARDS ON FEDERAL-AID AND NONFEDERAL-AID PROGRAMS.

System and Fund Designation	Interpretation of Fund Designation	Awarded By			Federal-aid Program	Non Federal-aid Program	Total
		State	Cook County	City of Chicago			
Interstate and Other Primary	Int.....						
	Int. G.....	\$69,350,534.97	\$3,995,603.09	\$14,530,326.51	\$87,876,464.57		\$87,876,464.57
	Int. G.....	3,261,529.78		2,471,693.10	5,733,222.88		5,733,222.88
	UI.....	79,526.70		1,874,480.00	1,954,006.70		1,954,006.70
	EACI.....						
	State I.....		1,118,718.85		1,118,718.85		1,118,718.85
	DL-C-I.....	3,922,072.86			\$3,922,072.86		3,922,072.86
	DL-M-I.....	66,250.60			66,250.60		66,250.60
	F.....	14,942.00				14,942.00	14,942.00
	FG.....	20,233,764.90	3,439,777.31		23,673,542.21		23,673,542.21
	U.....	607,349.53			607,349.53		607,349.53
	UG.....	12,530,703.44		3,089,929.25	15,620,632.69		15,620,632.69
	Federal-aid primary, urban, railroad-highway.....	851,278.78			851,278.78		851,278.78
	Federal-aid emergency relief funds, on primary.....	136,290.35			136,290.35		136,290.35
	State P.....	19,992,142.56			19,992,142.56		19,992,142.56
Secondary System	DL-C-P.....	1,434,921.84			1,434,921.84		1,434,921.84
	DL-M-P.....	1,083,406.90			1,083,406.90		1,083,406.90
		\$133,564,715.21	\$8,554,099.25	\$21,966,428.86	\$137,571,506.56	\$26,513,736.76	\$164,085,243.32
	Total interstate and other primary.....						
	FAS.....	\$14,908,080.26			\$14,908,080.26		\$14,908,080.26
	FH-S.....	78,536.85			78,536.85		78,536.85
	US.....	158,694.56			158,694.56		158,694.56
	State-S.....	4,313,367.37			\$4,313,367.37		4,313,367.37
	DL-C-S.....	57,938.00			57,938.00		57,938.00
	DL-M-S.....	57,594.70			57,594.70		57,594.70
Nonhighway Improvements		\$19,574,211.74			\$15,145,311.67	\$4,428,900.07	\$19,574,211.74
	State E.....						
	DL-C-E.....	\$401,560.86				\$401,560.86	\$401,560.86
	DL-COF-E.....	44,805.34				44,805.34	44,805.34
		19,388.00				19,388.00	19,388.00
	Total nonhighway improvements.....	\$465,754.20				\$465,754.20	\$465,754.20
	Total all contracts.....	\$153,604,681.15	\$8,554,099.25	\$21,966,428.86	\$152,716,818.23	\$31,408,391.03	\$184,125,209.26

DESIGN



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(b) *Other Primary Highway Awards.*—Contracts awarded by the State on noninterstate primary highways financed with 100 per cent Federal funds, amounted to \$1,458,628.31; contracts financed with 50 per cent Federal and matching State, county, or city funds, amounted to \$32,900,758.69; and contracts financed with 100 per cent State funds, amounted to \$22,510,471.30. Contracts awarded by Cook County and the City of Chicago, financed with 50 per cent Federal and matching State, county, or city funds, amounted to \$6,529,706.56. The total of all State highway contracts awarded on the noninterstate primary highway system, amounted to \$63,399,564.86.

(c) *Secondary Road Awards.*—Contracts awarded by the State, on State secondary roads, financed with 100 per cent Federal funds, amounted to \$78,536.85; contracts financed with 50 per cent Federal-aid secondary and matching State or municipal funds, amounted to \$14,908,080.26; contracts awarded on secondary urban roads, financed with 50 per cent Federal and matching State or municipal funds, amounted to \$158,694.56; and contracts financed with 100 per cent State funds, amounted to \$4,428,900.07. The total of all State highway contracts awarded on the secondary road system, amounted to \$19,574,211.74.

(d) *Nonhighway Improvement Awards.*—Contracts awarded to private contractors for improvements not located on any of the State highway systems, financed with 100 per cent State funds, amounted to \$401,560.86; additional nonhighway contracts, awarded to State Day Labor Section of the Bureau of Maintenance, financed with 100 per cent State funds, amounted to \$64,193.34: Thus, the total of all nonhighway contracts awarded during 1965 amounted to \$465,754.20.

All the above awards are listed in detail and by system on which they apply in Table 22.

11. CHICAGO EXPRESSWAYS.—Contracts awarded during 1965 by the State, Cook County, and the City of Chicago, for improvements on the expressway system serving the Chicago Metropolitan Area, amounted to \$30,709,364.74; and provided for the following improvements:

CALUMET EXPRESSWAY	
1.73 miles portland cement concrete pavement ramps.....	\$ 457,707.19
5.93 miles shoulder rehabilitation.....	310,024.78
0.25 mile expressway signing.....	34,074.50
1 bridge, deck resurfaced.....	22,010.50
16.50 miles cultivating shrub beds.....	2,082.69
10.20 miles roadside mowing.....	22,125.00
15.00 miles roadside tree spraying.....	2,892.00
12.00 miles roadside mowing.....	24,440.00
Total.....	\$ 875,356.66
DAN RYAN EXPRESSWAY	
0.34 mile portland cement concrete pavement, 2-lane.....	\$ 182,741.60
1.66 miles roadway grading.....	1,118,718.85
6 highway grade separation structures.....	3,234,267.01
1 engineers field office.....	5,500.00
Buildings removed from right-of-way.....	15,800.00
Main drain construction.....	994,344.00
Roadside landscaping.....	51,357.50
12.50 miles shrub beds cultivated.....	15,075.00
14.50 miles roadside mowing.....	53,163.00
14.50 miles roadside tree spraying.....	3,675.00
Total.....	\$ 5,674,641.96



# TYPICAL CROSS SECTIONS FOR INTERSTATE HIGHWAYS IN ILLINOIS 1965

142'-0"

2'-0" 12'-0" 12'-0" 24'-0" 8'-0" 12'-0" MIN 14'-0" 2'-0" 14'-0" 12'-0" MIN 8'-0" 24'-0" 12'-0"

10'-0" 10'-0"

7'-1/2" 10'-0" 5'-1/2" 3'-0" 3'-0" 5'-1/2" 7'-1/2"

SLOPE 4:1 3:1

10'-0" R 10'-0" L

3'-0" SLOPE 4:1

1'-6" 1'-6"

6" MIN SUB-BASE - GRANULAR MATERIAL (THICKNESS AS SHOWN ON THE PLANS)

SLOPE 4:1

SLOPE VARIABLE 20' MIN. 4:1 MAX.

BITUMINOUS SURFACED STABILIZED SHOULDERS, FOR DETAILS SEE TYPICAL CROSS SECTIONS.

1'-6" 1'-6"

SLOPE 4:1 3:1 2:1

SLOPE IS VARIABLE DEPENDING ON CUT DEPTH.

SLOPE IS VARIABLE DEPENDING ON FILL DEPTH.

142'-0"

2'-0" 12'-0" 12'-0" 36'-0" 10'-0" 12'-0" 2'-0" 12'-0" 10'-0" 36'-0" 12'-0"

10'-0" R 10'-0" R

SLOPE 4:1 3:1

3'-0" 9'-0" 1'-6" 1'-6" 6'-1/2" 3'-0" 6'-1/2" 10'-0" 1'-6" 1'-6" 9'-0"

4 SLOPE 4:1

6" MIN. SUB-BASE - GRANULAR MATERIAL (THICKNESS AS SHOWN ON THE PLANS)

4 SLOPE 4:1

4 SLOPE 4:1

LONGITUDINAL JOINT

CONSTRUCTION JOINT

BITUMINOUS SURFACED STABILIZED SHOULDERS FOR DETAILS SEE TYPICAL CROSS SECTIONS

SLOPE 8:1 3:1 2:1

SLOPE IS VARIABLE DEPENDING ON CUT DEPTH.

SLOPE IS VARIABLE DEPENDING ON FILL DEPTH.

Diagram illustrating the cross-section of a concrete pavement structure with various reinforcement details and dimensions:

- Top Layer:** 12-1" DIA x 18" LONG SMOOTH DOWEL BARS, GREASED, SPACED AT 12" CENTERS.
- Reinforcement:**
  - PAVEMENT FABRIC—80 LBS PER 100 SQ. FT. (TWO TYPES PERMITTED)
  - \*3 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS
  - METAL OR SAWED LONGITUDINAL JOINT
- Dimensions:**
  - Overall width: 100'-0"
  - Overall height: 24'-0"
  - Top layer thickness: 6"
  - Bottom layer thickness: 12'-0"
  - Joint spacing: 12'-0"
  - Reinforcement spacing: 12" (dowel bars), 2'-6" (tie bars)
- Labels:**
  - SAWED CONTRACTION JOINT
  - SAWED CONTRACTION JOINT

A cross-sectional diagram of a concrete pavement structure. The top surface is labeled "PARABOLIC CROWN" and has a vertical height of  $10''$  at its center. The pavement is  $12'-0''$  wide, with a  $1\frac{1}{2}'$  shoulder on each side. A horizontal line across the width is labeled "METAL OR SAWED LONGITUDINAL JOINT". Below the pavement, there are "5 x 2' LONG TIE BARS SPACED AT 2'-6\" CENERS." The total width of the structure, including shoulders, is  $24'-0''$ . The top edge of the pavement is labeled "PAVEMENT FABRIC".

Technical drawing of a pavement cross-section showing various layers and reinforcement details. The drawing includes the following labels and dimensions:

- Top Layer:** 12-1/4" DIA x 18" LONG SMOOTH DOWEL BARS, GREASED, SPACED AT 12" CENTERS.
- Second Layer:** PAVEMENT FABRIC-80 LBS PER 100 SQ FT (TWO TYPES PERMITTED)
- Third Layer:** PAVEMENT
- Reinforcement:** #5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
- Joint Types:** CONSTRUCTION JOINT, METAL OR SAWED LONGITUDINAL JOINT, SAWED CONTRACTION JOINT.
- Dimensions:** 9'-4" (width), 6" (thickness), 1'-3" (thickness), 12'-0" (width), 36'-0" (width), 12'-0" (width), 100'-0" (width).

The diagram illustrates a cross-section of a concrete bridge deck. The top surface is labeled "PAVEMENT FABRIC" and "PARABOLIC CROWN". The crown profile is defined by a parabolic curve with a central height of 10" and side slopes of 1 1/2" vertical to 2 1/2" horizontal. The deck is divided into three sections by a "CONSTRUCTION JOINT". The left section is 12'-0" wide and contains a "METAL OR SAWED LONGITUDINAL JOINT". The middle section is 12'-0" wide and contains "3x2'-6\"

Figure 1: Typical cross-section of a stabilized shoulder. The diagram shows a cross-section of a road shoulder. The top surface is labeled "SURFACE" and is divided into "RURAL" and "URBAN" sections. The total width of the shoulder is 8'-0". The rural section is 4'-0" wide, and the urban section is 4'-0" wide. The slope is labeled "SLOPE 1/2 PER FT". The shoulder is stabilized with a layer of material, shown in cross-section with a stippled pattern. The stabilized shoulder is 4" thick. The total width of the stabilized shoulder is 8'-0". The diagram also shows a 4" thick layer of material on the left side of the shoulder.

Diagram illustrating a cross-section of a stabilized shoulder. The diagram shows a concrete surface (5' wide) and a stabilized shoulder (8' wide) with a slope of 1/2 per foot. The total width of the stabilized shoulder is 10' 0". The diagram also indicates a 2' 0" width for the concrete surface and a 5' 0" width for the stabilized shoulder. The diagram is labeled with 'SURFACE', 'S CONCRETE', 'SLOPE 1/2 PER FT', 'STABILIZED SHOULDER', 'RURAL', and 'URBAN'.

A cross-sectional diagram of a stabilized shoulder. The top surface is labeled 'SURFACE CONCRETE'. Below it is a layer of 'STABILIZED SHOULDER' material. The diagram shows a total width of 12'-0" at the top, with a 10'-0" section on the left and a 2'-0" section on the right. A slope of 1/2 PER FT. is indicated for the 10'-0" section. A 6" dimension is shown at the bottom right corner.

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# DESIGN

## TYPICAL CROSS SECTIONS FOR INTERSTATE HIGHWAY BRIDGES AND GRADE SEPARATION STRUCTURES

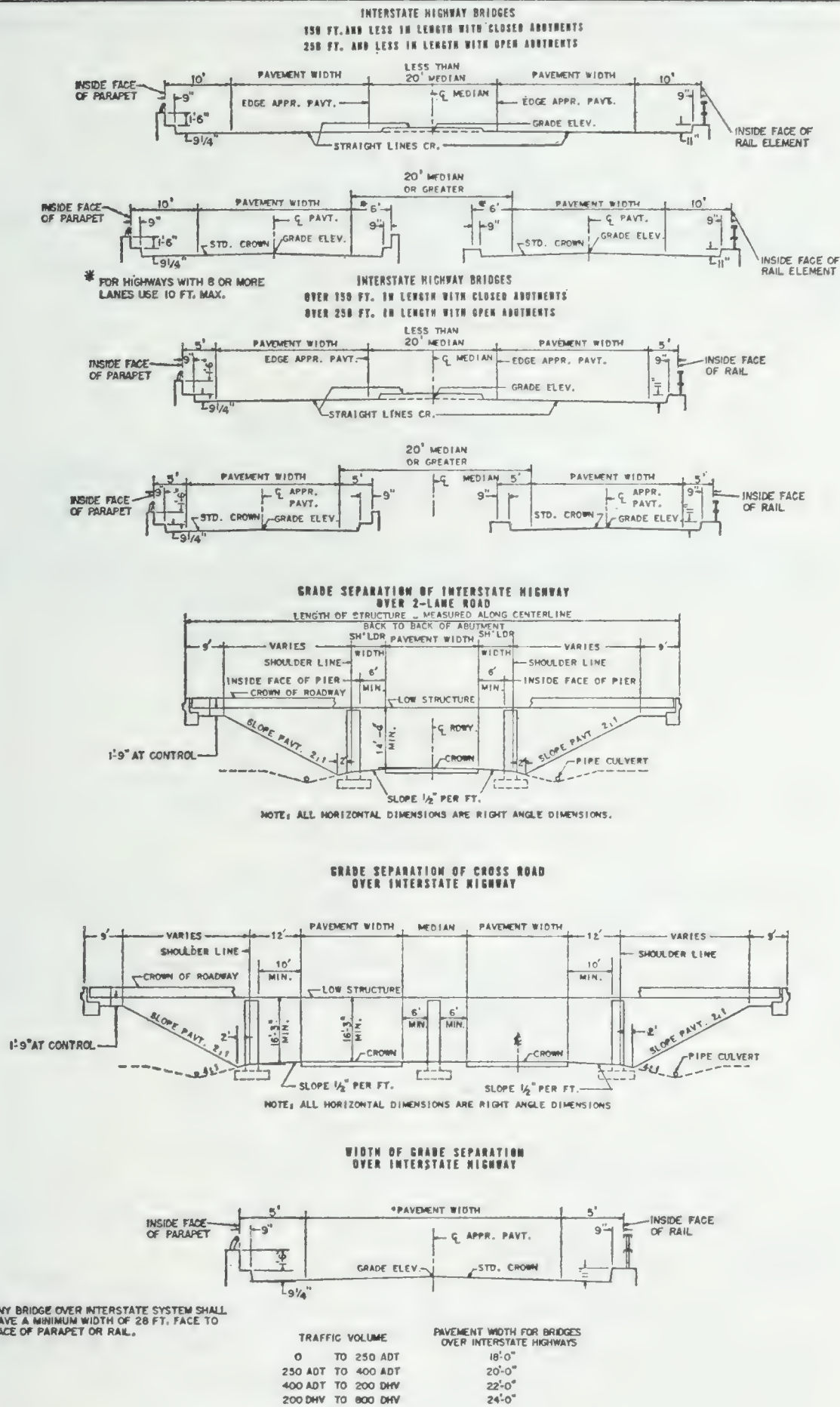
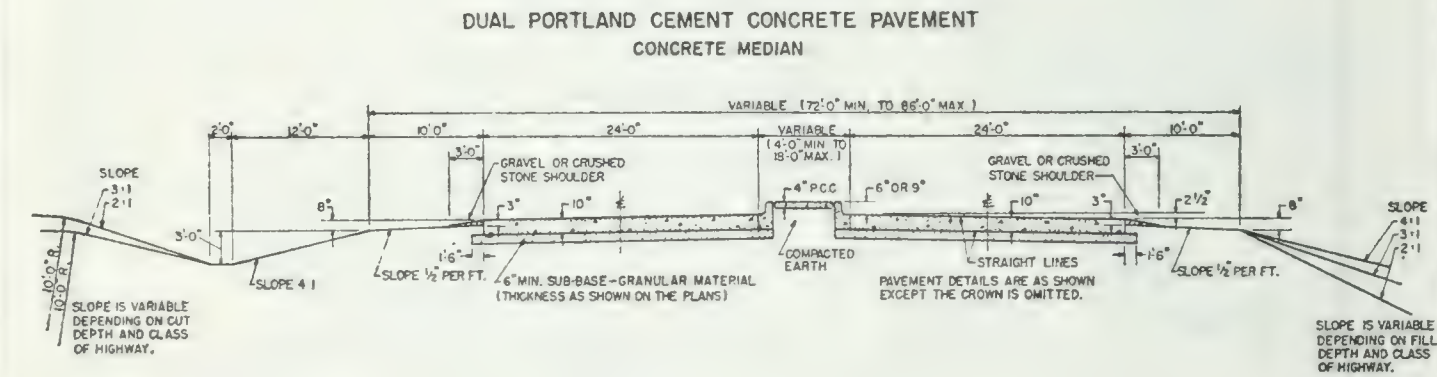
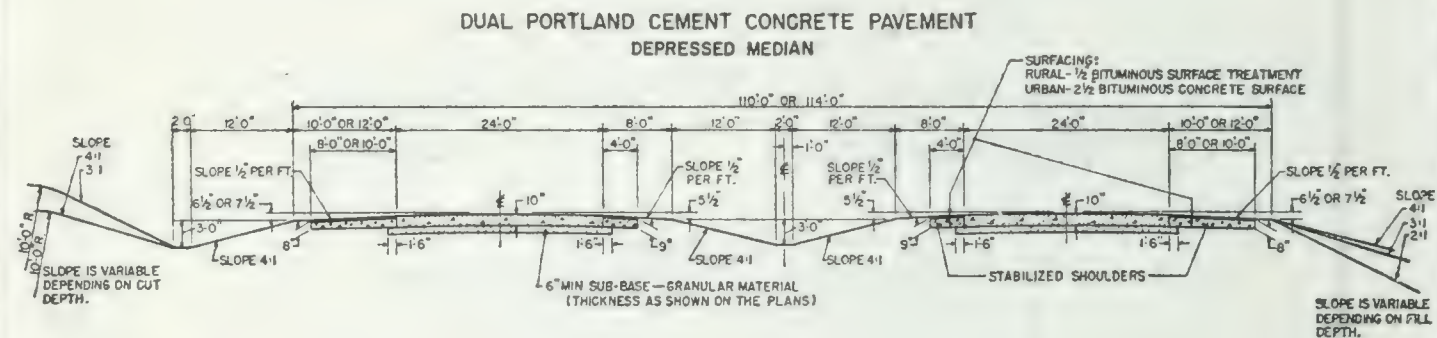
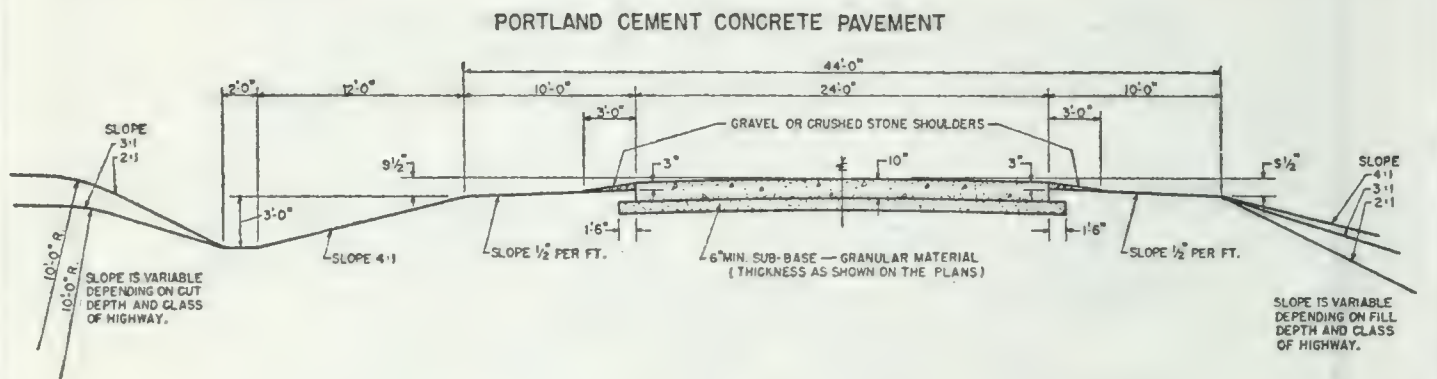


Figure 5.—Concluded.

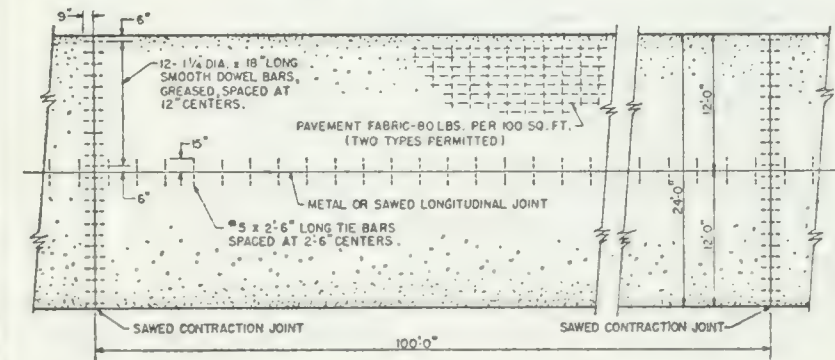


DESIGN

TYPICAL CROSS SECTIONS  
FOR STATE HIGHWAYS IN ILLINOIS  
EXCLUSIVE OF INTERSTATE  
1965



TYPICAL PLAN OF PAVEMENT



TYPICAL CROSS SECTION OF PAVEMENT

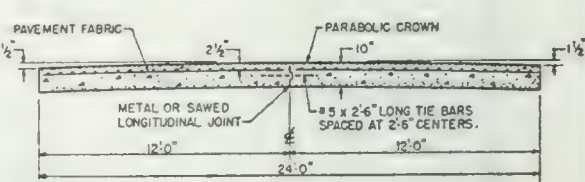
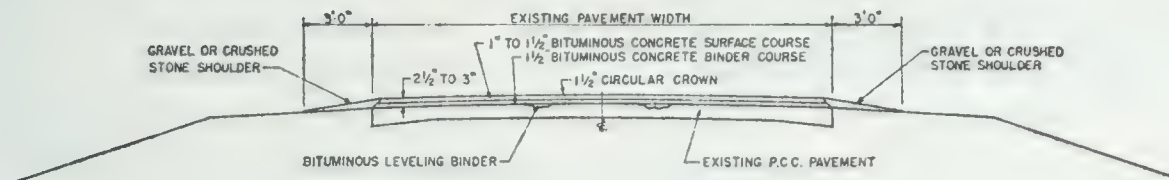


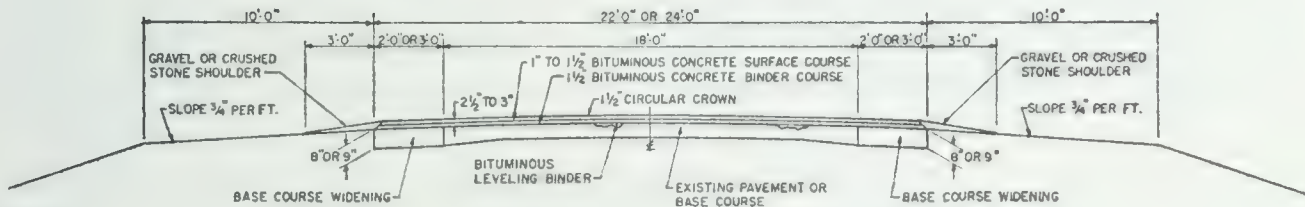
Figure 6.

## DESIGN

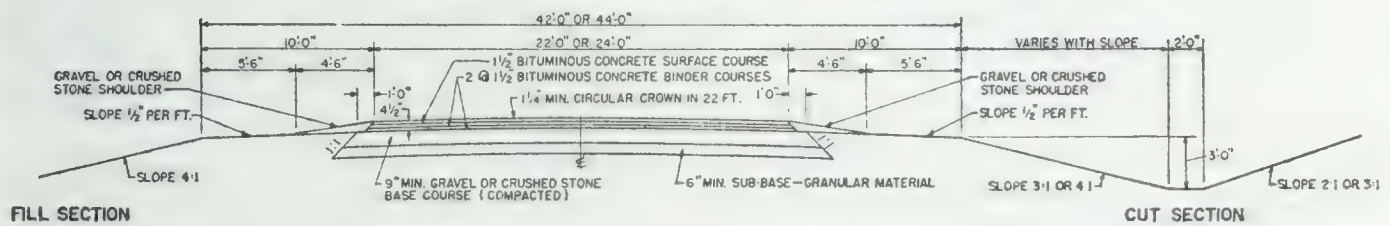
### BITUMINOUS CONCRETE RESURFACING OF EXISTING P.C.C. PAVEMENT



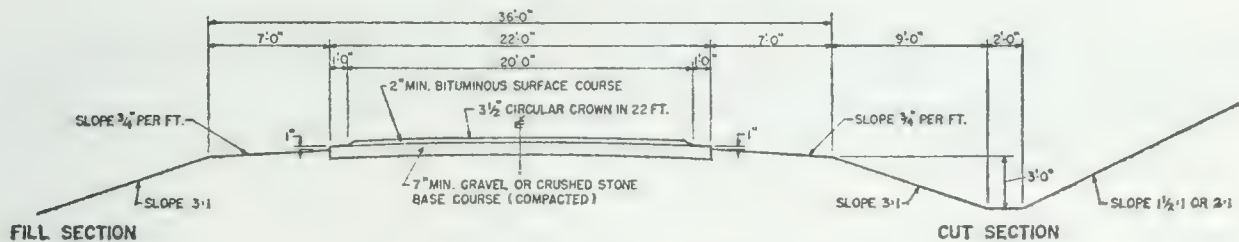
### WIDENING AND BITUMINOUS CONCRETE RESURFACING OF EXISTING PAVEMENT OR BASE COURSE



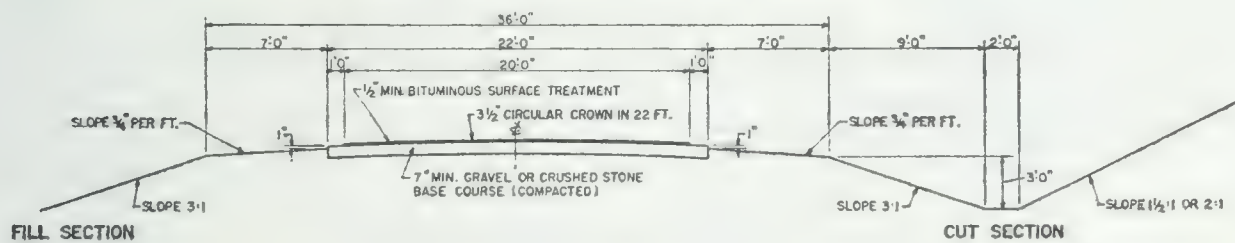
### BITUMINOUS CONCRETE SURFACE ON GRAVEL OR CRUSHED STONE BASE COURSES



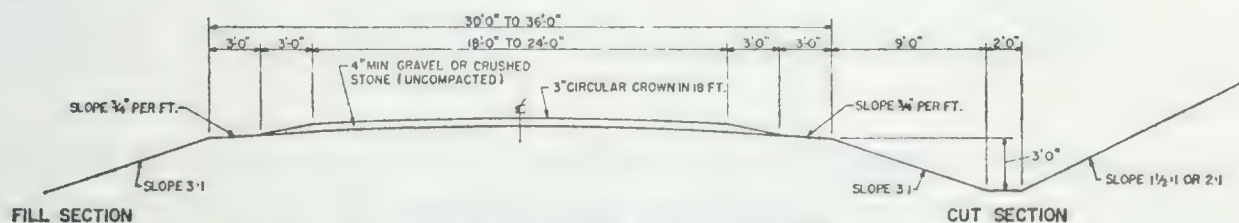
### BITUMINOUS SURFACE COURSE ON GRAVEL OR CRUSHED STONE BASE COURSE



### BITUMINOUS SURFACE TREATMENT ON GRAVEL OR CRUSHED STONE BASE COURSE



### GRAVEL OR CRUSHED STONE SURFACE COURSE - TYPE B



ON ALL CROSS SECTIONS THE SHOULDERS AND SIDE SLOPES ARE ROUNDED 12 INCHES IN EACH DIRECTION FROM THE TANGENT INTERSECTION OF THESE SURFACES.

Figure 6.—Concluded.



## DESIGN

EDENS EXPRESSWAY	
15.00 miles roadside mowing.....	\$ 21,684.90
15.00 miles cultivating shrub beds.....	3,720.00
15.00 miles roadside tree spraying.....	3,339.60
0.30 mile bituminous concrete resurfacing.....	49,988.35
1 bridge, rehabilitated.....	39,381.00
0.49 mile shoulder and drainage rehabilitation.....	37,892.33
Traffic control signals modified.....	43,937.25
Total.....	\$ 199,943.43
EISENHOWER EXPRESSWAY	
1.16 miles bituminous concrete surfacing.....	\$ 48,881.50
3 highway grade separation structures cleaned and painted.....	19,713.00
18.00 miles roadside mowing.....	67,602.00
14.00 miles roadside tree spraying.....	3,542.00
13.00 miles cultivating shrub beds.....	11,175.00
2 highway grade separation structures.....	29,264.00
4,105 sq. yds. pavement patching, concrete.....	349,599.18
Parking facilities.....	5,909.70
Addition to pumping station.....	8,873.00
Total.....	\$ 544,559.38
KENNEDY EXPRESSWAY	
15.50 miles cultivating shrub beds.....	\$ 23,660.00
15.00 miles roadside turf fertilizing.....	11,109.70
15.00 miles roadside mowing.....	45,802.50
15.50 miles roadside tree spraying.....	4,158.70
15.50 miles roadside weed control spraying.....	1,669.50
1 bridge, deck resurfacing, bituminous.....	26,371.00
0.12 mile shoulder reconstruction.....	16,148.00
Reconstruction of two bridge lanes.....	26,632.00
Total.....	\$ 155,551.40
KINGERY EXPRESSWAY	
4.00 miles shrub beds cultivated.....	\$ 747.32
4.00 miles roadside tree spraying.....	768.00
4.00 miles roadside mowing.....	8,160.00
Total.....	\$ 9,675.32
MOLINE EXPRESSWAY	
3.83 miles continuously reinforced portland cement concrete pavement, divided 6-lane.....	\$ 4,220,719.36
0.85 mile portland cement concrete pavement, divided 4-lane.....	279,073.65
0.59 mile portland cement concrete pavement, 2-lane.....	197,584.55
7 highway grade separation structures.....	1,153,966.47
5 engineers field offices.....	25,000.00
Total.....	\$ 5,876,344.03
SOUTHWEST EXPRESSWAY	
1 mile portland cement concrete pavement, divided 4-lane.....	\$ 3,668,474.70
15.39 miles pavement markings.....	200,335.16
17.50 miles roadside mowing.....	47,614.00
1 elevated interchange.....	7,115,220.56
1 elevated highway structure.....	1,566,412.00
2 railroad grade separation structures.....	2,471,693.10
3 highway grade separation structures.....	2,009,219.25
Buildings removed from right-of-way.....	171,000.00
Total.....	\$ 17,249,968.77
VARIOUS CHICAGO EXPRESSWAYS	
Road guard repairs and maintenance.....	\$ 86,335.00
14.50 roadside weed control spraying.....	1,443.75
Pedestrian barrier repairs.....	35,545.04
Total.....	\$ 123,323.79
Total all work, Chicago expressways.....	\$ 30,709,364.74

The practice of assigning part of the State's allotment of Federal-aid funds for expressway projects, awarded by Cook County and the City of Chicago, was continued. The amounts awarded for such con-

## DESIGN

tracts, during the sixteen years preceding 1965, amounted to \$227,530,-017.57 by Cook County and \$143,958,189.55 by the City of Chicago. Contracts awarded during 1965 amounted to \$8,554,099.25 by Cook County and \$21,966,428.86 by the City of Chicago, and are listed by contract in Part A of Table 22. Most of these contracts are on the interstate highway system, however, contracts awarded on the Chicago metropolitan area expressway system, financed with the aid of motor fuel tax funds, are listed in Section XIII, Local Roads and Streets of this report.

12. INTERSTATE HIGHWAYS.—The designation of the National System of Interstate Highways of not more than 40,000 miles, to connect the principal cities and industrial centers of the Nation, was authorized by the Federal-aid Highway Act of 1944. Approval for 37,681 miles on the nationwide system was given by the Federal Government in 1947, of which 1,500 miles was allocated to the State of Illinois. Additional mileage to bypass urban areas was designated in 1955, which increased the State's interstate highway system to about 1,600 miles.

The Federal-aid Highway Act of 1956 authorized an additional 1,000 miles to the Nation's system and changed the name to the "National System of Interstate and Defense Highways." By the end of 1965 changes in the system resulted in an interstate mileage of 1,631.60 for Illinois. The general locations of Illinois interstate highways are shown in Figure 7.

A summary of the principal improvements, awarded by contracts on the interstate highway system in Illinois, by the State, Cook County, and the City of Chicago, exclusive of construction by toll road authorities, is given in the following tabulation:

Type of Improvement	Prior to 1965	During 1965
8-lane rigid pavement.....	13.48 mi.	.....
6-lane rigid pavement.....	34.10 mi.	5.19 mi.
4-lane rigid pavement.....	425.88 mi.	63.39 mi.
2-lane rigid pavement.....	150.82 mi.	8.52 mi.
Converting 2-lane to a divided 4-lane rigid pavement.....	169.37 mi.	13.27 mi.
Bituminous pavement surfacing.....	152.71 mi.	13.55 mi.
Grading.....	84.48 mi.	5.19 mi.
Bridges.....	283 units	22 units
Highway grade separation structures.....	695 units	73 units
Railroad grade separation structures.....	189 units	9 units
Flexible-type pavements.....	133.40 mi.	8.19 mi.
Shoulder construction or rehabilitation.....	<sup>2</sup> 256.89 mi.	6.13 mi.
Highway lighting.....	<sup>2</sup> 71.05 mi.	6.37 mi.
Total cost of interstate improvements, including additional items not listed above.....	\$938,405,578.97	\$100,685,678.46

<sup>1</sup> Not reported prior to 1957.

<sup>2</sup> Not reported prior to 1961.



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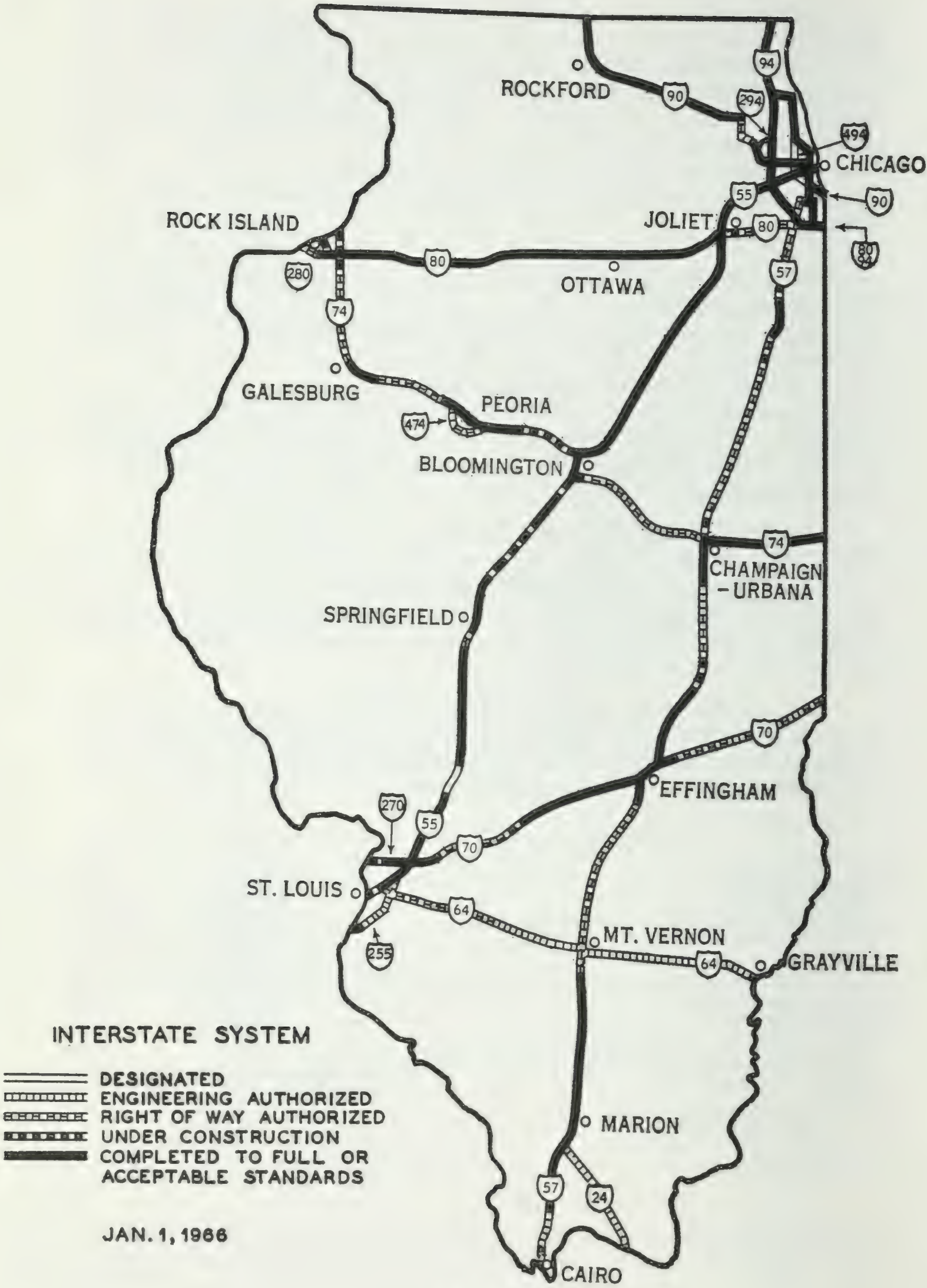


Figure 7.

## DESIGN

13. FREEWAYS.—Figure 8 shows the portions of Illinois highways designated as “Freeways” with full or partial control of access. A total of 2,446.09 miles of “Freeways” had been designated as of December 31, 1964, and an additional 130.33 miles were added and 17.79 miles were rescinded during 1965, bringing the total “Freeways” designated as of December 31, 1965, to 2,558.63 miles.

The following are the portions of Illinois highways designated as “Freeways” during 1965:

FAI Route 57 from northeast of Villa Ridge to south line of Pulaski County (7.95 mi.)

FAI Route 57 from west of Kinmundy to southwest of Watson (22.00 mi.)

FAI Route 70 from west Bond County line to east Bond County line (20.54 mi.)

FAI Route 70 from Poplar Street Bridge to Third Street and St. Louis Avenue in East St. Louis (1.70 mi.)

FAI Route 74 from south of Bloomington to McLean-DeWitt County line (16.70 mi.)

FAI Route 255 from B&O Railroad to FAI Routes 55 and 70 (1.27 mi.)

FAI Route 474 between Peoria and Creve Coeur (2.70 mi.)

FA Route 4 (US 67) from Industry to Schuyler-McDonough County line (4.90 mi.)

FA Route 4 (US 67) north of Macomb (0.72 mi.)

FA Route 9 (US 24) around and north of Sheldon (2.99 mi.)

FA Route 10 (US 136) from northeast of Tennessee to southwest of Macomb (4.40 mi.)

FA Route 25 (Ill. 29) in Rochester (0.66 mi.)

FA Route 25 (Ill. 29) between Peoria and Creve Coeur (0.80 mi.)

FA Route 33 (Ill. 121) from northwest to southeast of Dalton City (2.15 mi.)

FA Route 50 (Ill. 143) at Edwardsville (2.10 mi.)

FA Route 64 (Ill. 47) north of Morris (0.73 mi.)

FA Route 85, 86, and 86 spur (US 150 and Ill. 78) northwest of Brimfield (0.52 mi.)

FA Route 102 (Ill. 83) from St. Charles Road southerly to AT&SF Railroad (12.85 mi.)

FA Route 151 (Ill. 3) from north of Granite City to Venice (6.16 mi.)

FA Route 155 from Henry Street in Alton to FA Route 4 (US 67) near Wood River (4.21 mi.)

FA Route 194 (Ill. 5) from east of Cherry Valley to east of Belvidere (8.04 mi.)

FA Route 194 spur near Cherry Valley (0.40 mi.)

SBI Route 12 (US 50) near Salem (0.50 mi.)

SBI Route 13 (Ill. 13) in Shawneetown (0.86 mi.)

SBI Route 13 (Ill. 13) west of Shawneetown (2.10 mi.)

SBI Route 25 (US 45) north of Effingham (0.32 mi.)

SBI Route 182 (Ill. 161) south of Salem (0.50 mi.)

FAS Route 770 at Southern Illinois University Campus southwest of Edwardsville (1.56 mi.)



DESIGN

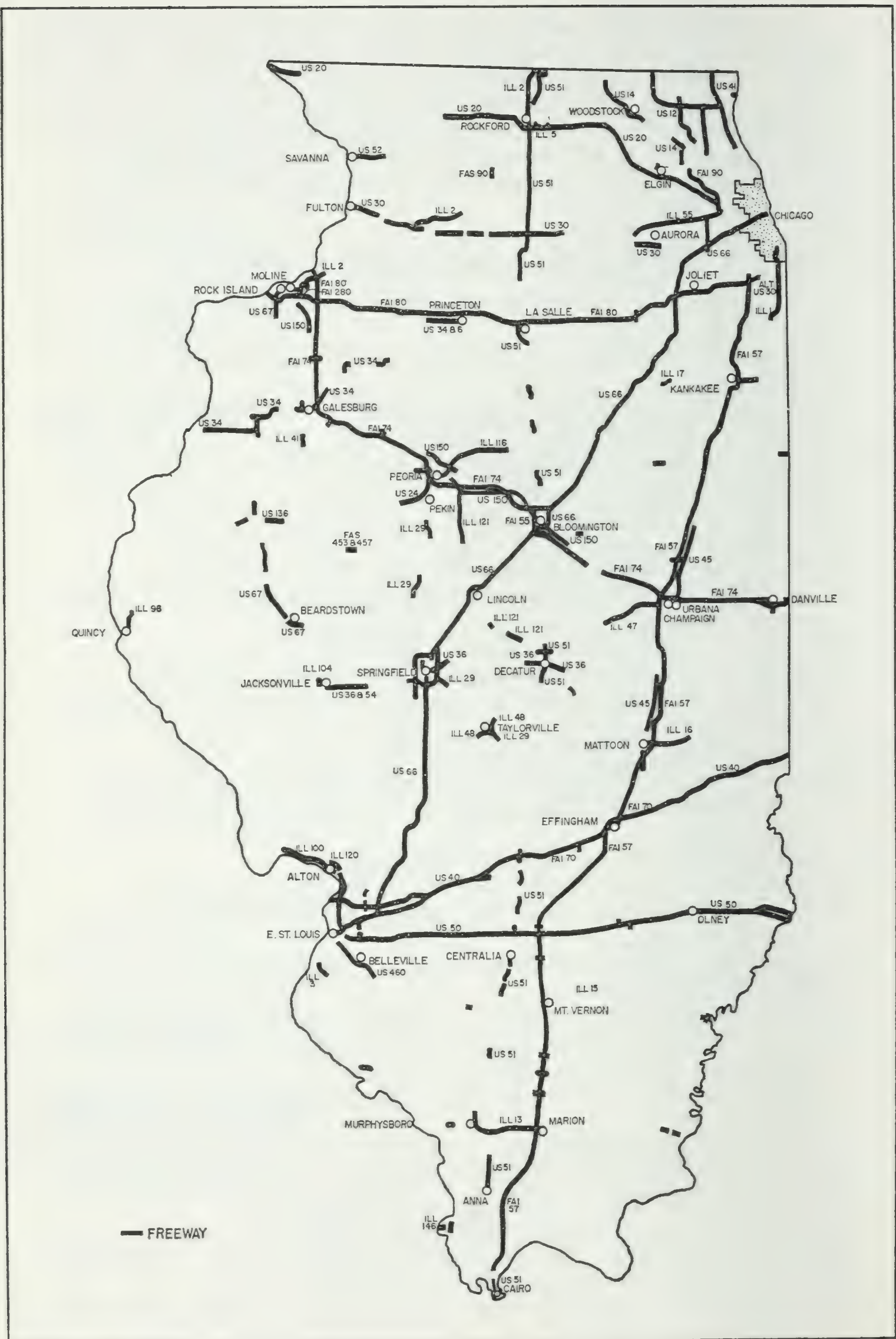


Figure 8.—Highways in Illinois Designated as Freeways.

DESIGN

FREEWAYS RESCINDED DURING 1965

- FAI Route 474 from northeast of Bartonville to northwest of Morton (2.50 mi.)
- FA Route 6 (US 20) from east end of Elgin Belt Line to Cherry Valley (8.04 mi.)
- FA Route 16 (Ill. 15) from Mt. Vernon to northwest of Bluford (7.25 mi.)

14. BRIDGES.—Bridge plans prepared, bridges placed under contract, and other bridge work accomplished during 1965 are summarized in the following tabulation :

Bridge Plans Prepared		Number
County and township.....		6
County 15d and motor fuel tax.....		1
State bond issue.....		32
Federal-aid secondary.....		3
Federal-aid primary (excluding interstate).....		21
Federal-aid interstate.....		137
Subtotal.....		200
Culvert Plans Checked		
State and Federal-aid contracts.....		431
Total.....		631
Bridges Placed Under Contract		
System	Number	Contract Price
County and township.....	6	\$ 233, 635.33
County 15d and motor fuel tax.....		
State bond issue.....	50	5, 480, 207.11
Federal-aid secondary.....	36	2, 666, 863.55
Federal-aid primary (excluding interstate).....	23	2, 740, 402.12
Federal-aid interstate.....	99	26, 032, 328.89
Total.....	214	\$37, 153, 437.00
Other Work		
Shop drawings for bridges approved.....		297
Steel bridges for which shop inspection of steel was made.....		239
Tons of structural steel inspected.....		20, 220
Foreign plans approved.....		209
Stress analysis made of old bridges.....		104
Rating analysis made of construction equipment.....		74
Bridges rated for truck permits.....		296



DESIGN

Table 20 gives the number and cost of State bridge plans and specifications prepared, contracts awarded on State plans, and foreign plans approved from 1906 thru 1930, and an annual summary of such plans and contracts from 1931 to 1965 inclusive. It includes all bridges for State and county highways whether built as independent contracts or included in the general road contracts.

TABLE 20.—RECORD OF BRIDGE WORK, 1906-1965

Year	Plans and Specifica- tions Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved <sup>1</sup>
1906 thru 1930.....	8,319	6,137	\$ 34,692,985.27	16,987
1931.....	673	437	3,997,361.24	6,221
1932.....	683	603	3,988,988.46	7,546
1933.....	482	390	2,815,976.05	4,410
1934.....	419	299	4,547,005.88	5,020
1935.....	342	300	4,394,287.12	2,441
1936.....	319	258	7,742,110.07	3,060
1937.....	288	254	4,506,279.14	1,952
1938.....	304	236	3,921,100.75	1,050
1939.....	272	217	2,817,481.72	1,044
1940.....	266	194	2,838,897.03	832
1941.....	138	130	3,067,158.02	666
1942.....	220	106	1,104,427.66	279
1943.....	122	62	418,753.64	198
1944.....	149	74	817,973.77	223
1945.....	110	90	1,682,640.00	226
1946.....	128	141	3,545,550.62	450
1947.....	137	135	4,767,188.35	189
1948.....	122	93	6,779,175.89	196
1949.....	90	86	4,952,839.41	132
1950.....	164	99	2,750,017.08	122
1951.....	108	130	6,566,189.53	98
1952.....	133	120	10,785,576.92	185
1953.....	109	132	9,287,045.05	218
1954.....	171	155	13,354,854.18	324
1955.....	146	146	13,850,013.76	349
1956.....	137	166	15,167,468.10	429
1957.....	139	216	38,769,316.32	350
1958.....	171	229	36,037,644.77	427
1959.....	185	197	38,445,040.49	543
1960.....	170	258	39,001,753.11	351
1961.....	172	188	34,813,839.70	372
1962.....	158	325	48,528,443.12	274
1963.....	140	232	43,727,449.23	283
1964.....	166	259	47,057,369.07	207
1965.....	200	214	37,153,437.00	104
Total.....	16,052	13,308	\$538,693,637.52	57,758

<sup>1</sup> Plans prepared by county superintendents of highways and others outside of the Division of High - ways.

15. RAILROAD STRUCTURES.—Contracts for 12 grade separation structures, financed with 100 per cent Federal-aid “G” funds, were awarded during 1965. They include 9 railroad grade separation structures, one railroad subway structure, and 2 combination railroad-highway grade separation structures. These are listed in detail in Table 21.

16. RAILROAD GRADE CROSSINGS.—Contract agreements, contracted with their respective railroad companies, for the construction and rehabilitation of railroad grade crossings, and the installation and modification of automatic safety protection at 33 railroad



DESIGN

TABLE 21.—RAILROAD GRADE SEPARATION STRUCTURE CONTRACTS AWARDED DURING 1965 FINANCED 100 PER CENT WITH FEDERAL-AID RAILROAD "G" FUNDS.

Location				Highway Over or Under	Railroad	Estimated Cost
Route	Section	County	Near			
FAI 57.....	15-22VB-1..	Coles.....	Mattoon.....	Over.....	NYC.....	\$ 337,610
FAI 70.....	82-3VB.....	St. Clair.....	East St. Louis..	Over.....	IC, TRRA, CB&Q..	20,920
FAI 70.....	82-3HVB...	St. Clair.....	East St. Louis..	Over.....	IC, TRRA, GM&O City of St. Louis..	1 2880,570
FAI 70.....	82-4HVB...	St. Clair.....	East St. Louis..	Over.....	Southern.....	1 21,526,700
FAI 74.....	37-3VB.....	Henry.....	Orion.....	Over.....	CRI&P.....	227,130
FA 24.....	26-VBR.....	Lake.....	Genoa.....	Over.....	IC.....	102,300
FA 36.....	78-3HVB...	Adams.....	Quincy.....	Over.....	CB&Q.....	2165,000
FA 194.....	(6, 15&14) R-V.....	Boone.....	Belvidere.....	Over.....	C&NW.....	321,880
FA 196.....	2-VB.....	Sangamon.....	Springfield.....	Over.....	GM&O-IT.....	4315,450
SBI 6.....	30SB-R.....	Lee.....	Dixon.....	Under.....	IC.....	175,730
SBI 21.....	5VB-R.....	Lake.....	Lake Villa.....	Over.....	Soo Line.....	217,010
SBI 88.....	125-VBR...	Peoria.....	Edelstein.....	Over.....	AT&SF.....	81,420
Total.....						\$4,071,720

1 Cost shown includes track relocation.  
2 Combination railroad and highway grade separation—Cost shown is for railroad portion only.  
3 Cost shown is for fabricating structural steel only.  
4 Cost shown includes installation of flashing light signals at adjacent grade crossing.

grade crossings (excluding Federal-aid secondary railroad grade crossing improvements listed in Local Roads and Streets of this report), were approved during 1965. The improvements include the installation of automatic flashing light signals at 9 primary and 5 secondary highway railroad grade crossings; relocation of automatic flashing light signals and crossing improvements at 2 interstate highway detour roads, 2 primary and one secondary highway, railroad grade crossings; railroad grade crossing improvements at 8 primary and one secondary highway crossings; installation of automatic flashing light gates at one primary and one secondary highway railroad grade crossings; flashing light gate relocated and railroad grade crossing improvements at one primary highway crossing; and flashing light gates relocated at 2 primary highway railroad grade crossings.

The total estimated contract cost of the above railroad grade crossing improvements at 2 interstate highway detour roads, 23 other primary highways, and 8 secondary roads, amounted to \$365,530.44. Of this amount, \$9,860.00 was expended for railroad grade crossing improvements on the interstate highway system (detour road), \$251,820.94 on the primary highway system (other than interstate), and \$103,849.50 on the secondary road system (excluding Federal-aid secondary awards), all incurred during 1965.

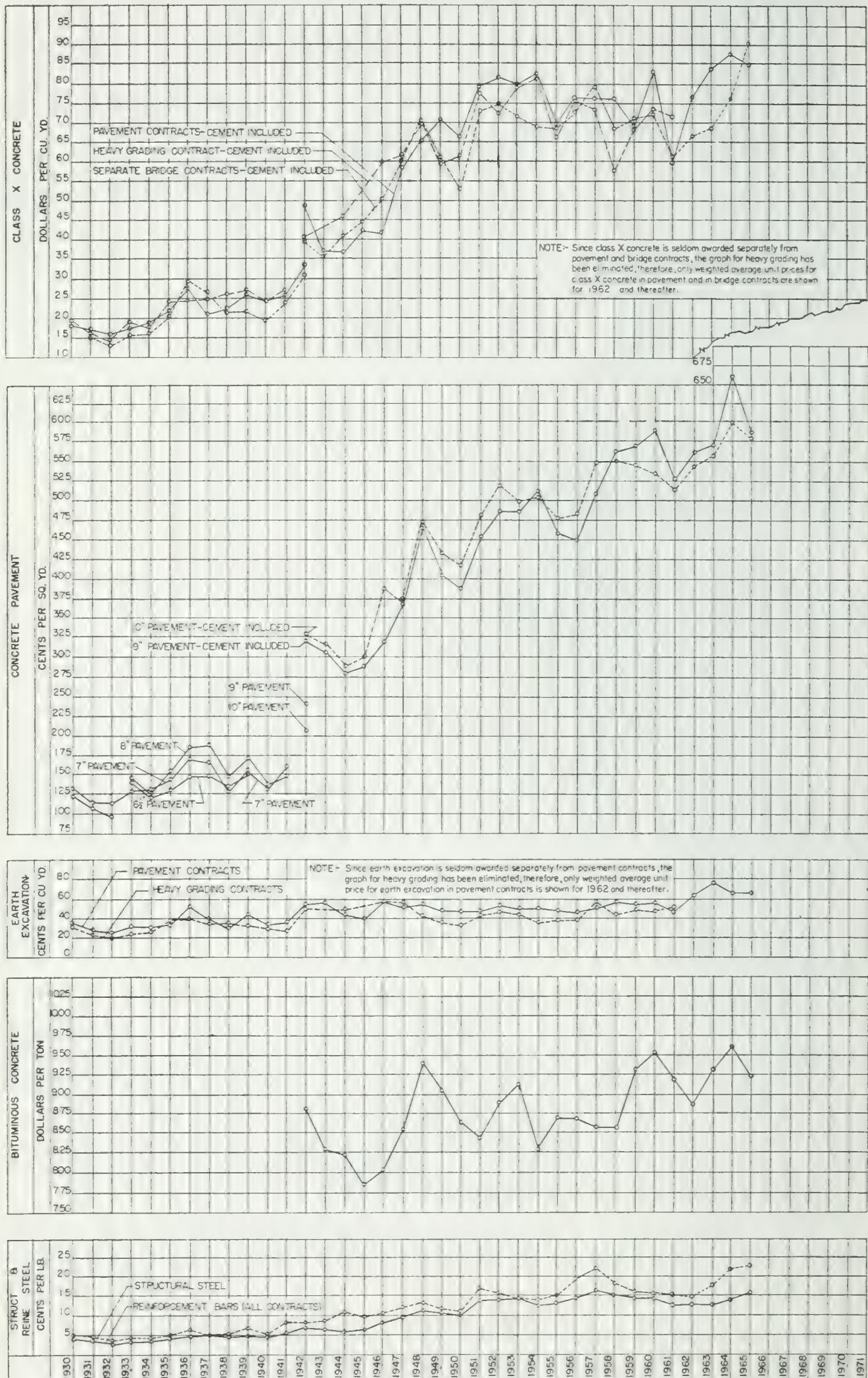
The participants, in financing the railroad grade crossing protection installations and other railroad grade crossing improvements, are as follows:

State .....	\$314,659.24
City .....	1,110.00
Federal Government .....	21,720.00
Railroads .....	28,041.20
Total .....	<u>\$365,530.44</u>



# DESIGN

## GRAPHS SHOWING UNIT PRICE RANGE ON PRINCIPAL ITEMS IN HIGHWAY CONSTRUCTION 1930-1965



NOTE: UNIT PRICES ARE BASED ON AWARDED COSTS. WEIGHTED AVERAGES ARE USED FOR ALL ITEMS.  
UNIT PRICES FOR CLASS X CONCRETE AND CONCRETE PAVEMENT ARE EXCLUSIVE OF CEMENT, EXCEPT  
AS NOTED. CEMENT INCLUDED IN THESE ITEMS ON AUGUST 21, 1942 LETTING AND LATER LETTINGS.  
UNIT PRICE OF STRUCTURAL STEEL DOES NOT INCLUDE "A-242 STEEL"

Figure 9.



TABLE 22.—DETAILED TABULATION OF STATE HIGHWAY CONTRACTS AWARDED DURING 1965,  
EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.  
PART A.—REGULAR CONSTRUCTION.

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE							DESIGN	
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 57.....	10(30, 31, 32, 33, 34-1)SG.....	Int.....	Champaign.....	Along FAI 57 from south of Pesotum to north of Champaign.....	18.22	Fur. and erecting traffic signs and delineators..... Eng's. field office.....		\$167,787.90 <sup>c</sup> 500.00 <sup>c</sup>
FAI 74.....	10-4B.....	Int.....	Champaign.....	On FAI 74 over Sangamon River about 0.5 mi. east of Mahomet.....		Dual bridges..... Eng's. field office.....		487,783.09 <sup>c</sup> 1,000.00 <sup>c</sup>
FAI 74.....	10-4HB-1.....	Int.....	Champaign.....	On Township Road 62A over FAI 74 about 1.5 mi. east of Mahomet.....		Hwy. gr. sep. struct..... PCC pavement..... Eng's. field office.....	2@14	161,113.54 <sup>c</sup> 150,920.15 <sup>c</sup> 400.00 <sup>c</sup>
FAI 74.....	10-4HB-2.....	Int.....	Champaign.....	On County Highway 50 over FAI 74 about 1 mi. east of Mahomet.....	0.13	Hwy. gr. sep. struct..... Eng's. field office.....		149,863.58 <sup>c</sup> 800.00 <sup>c</sup>
FAI 74.....	10-5.....	Int.....	Champaign.....	FAI 74 from about 2.75 mi. southeast of Mahomet southeasterly.....	3.74	Cont. reinf. conc. pavement.....	2@24	1,353,387.38 <sup>c</sup>
FAI 74.....	10-5HB.....	Int.....	Champaign.....	On Township Road 104 over FAI 74 about 4 mi. northwest of Champaign.....		Hwy. gr. sep. struct..... Gr. or cr. stone base with bit. surf. treat..... Eng's. field office.....	20, 18	91,887.17 <sup>c</sup> 41,635.90 <sup>c</sup> 1,040.00 <sup>c</sup>
FAI 74.....	10-5HB-1.....	Int.....	Champaign.....	On Township Road 126 over FAI 74 about 1.5 mi. northwest of Champaign.....		Hwy. gr. sep. struct..... Eng's. field office..... Earth grading..... Eng's. field office.....		91,165.48 <sup>c</sup> 200.00 <sup>c</sup> 73,312.00 <sup>c</sup> 500.00 <sup>c</sup>
FAI 57.....	10-36A.....	Int.....	Champaign.....	FAI 57 about 1 mi. west of Rantoul.....	0.10	Road guard constr.....		37,516.20 <sup>c</sup>
FAI 74.....	14-1-I-1.....	Int.....	Champaign.....	Along FAI 74 between Neil Street and US 45 interchanges north of Champaign and Urbana.....	1.56	Hwy. gr. sep. struct.....		103,877.36 <sup>c</sup>
FAI 57.....	15-22HB-1.....	Int.....	Coles.....	On County Highway 19 over FAI 57 about 2 mi. south of Mattoon.....		Dual railroad gr. sep. structs..... Dual hwy. gr. sep. structs.....		323,614.68 <sup>c</sup> 257,649.87 <sup>c</sup>
FAI 57.....	15-22VB-1.....	Int. G.....	Coles.....	On FAI 57 over NYC RR about 1.25 mi. east of Mattoon.....		Dual bridges..... RC double box culv.....		147,038.30 <sup>c</sup> 36,605.60 <sup>c</sup>
FAI 57.....	15-22HB-5.....	Int.....	Coles.....	On FAI 57 over Ill. 316 about 2 mi. east of Mattoon.....		Hwy. gr. sep. struct.....		114,559.52 <sup>c</sup>
FAI 57.....	15-23B.....	Int.....	Coles.....	On FAI 57 over Riley Creek about 2 mi. northeast of Mattoon.....		Hwy. gr. sep. struct.....		107,440.49 <sup>c</sup>
FAI 57.....	15-23HB.....	Int.....	Coles.....	On Township Road 141 over FAI 57 about 2 mi. northeast of Mattoon.....		Hwy. gr. sep. struct.....		124,741.85 <sup>c</sup>
FAI 57.....	15-23HB-1.....	Int.....	Coles.....	On Township Road 119 over FAI 57 about 6 mi. northeast of Mattoon.....		Roadside landscaping.....		16,060.20 <sup>c</sup>
FAI 57.....	15-23HB-2.....	Int.....	Coles.....	On County Highway 22 over FAI 57 about 3.5 mi. northeast of Mattoon.....	2.40	Pavement marking.....	Var.	194,112.91 <sup>c</sup> 6,222.25 <sup>c</sup>
FAI 90.....	(100, 100-1)LS.....	Int.....	Cook-DuPage.....	Along FAI 90 between Electric Ave. and Emory Ave. in and near Elmhurst.....				
FAI 55.....	0118-642I.....	Int.....	Cook.....	On Southwest Expressway (FAI 55) between Joliet Road and Halsted Street in and west of Chicago... Non-Federal-aid portion of contract.....	15.39			
		State I.....						



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 94.....	0304-486-I.....	UI.....	Cook.....	On realigned Ramp D to E. Ohio Street from Kennedy Expressway (FAI 94), between Chicago Ave. and Ogden Ave. in Chicago.....	0.15	PCC pavement.....	Var.	44,961.95 <sup>c</sup>
				Non-Federal-aid portion of highway signing.....	0.17	Highway signing.....		23,726.25 <sup>c</sup>
FAI 94.....	0404-483-I.....	State I... UI.....						1,657.00 <sup>c</sup>
FAI 57.....	0708-1009HB.....	State I... Int.....	Cook.....	Along Kennedy Expressway (FAI 94) between West Division Street and North Ave. in Chicago.....	0.18	Highway lighting.....		10,838.50 <sup>c</sup>
				On 183rd Street over FAI 57 at Country Club Hills.....	0.12	Shoulder reconstruction.....		16,148.00 <sup>c</sup>
FAI 94.....	0808-712AC.....	Int.....	Cook.....	Along 1.73 mi. of Calumet Expressway (FAI 94) from about 0.25 mi. north of 130th Street southerly to Little Calumet River in Chicago.....	0.33	Hwy. gr. sep. struct.....	24	219,324.65 <sup>c</sup>
						PCC pavement.....		131,629.57 <sup>c</sup>
						Eng's. field office.....		5,500.00 <sup>c</sup>
FAI 57.....	0809-1014HB.....	Int.....	Cook.....	On 175th Street over West Leg of South Expressway (FAI 57) about 1 mi. east of Tinley Park.....	1.73	PCC pavt. (ramps).....	15, Var.	457,707.19 <sup>c</sup>
					0.25	Highway signing.....		34,074.50 <sup>c</sup>
FAI 80.....	1315-821.....	Int.....	Cook.....	Moline Expressway (FAI 80) between Oak Park Ave. and Central Ave. south of Tinley Park.....		Hwy. gr. sep. struct.....		300,165.42 <sup>c</sup>
		State I... Int.....		Non-Federal-aid portion of pavement.....	0.34	PCC pavement.....	24	182,741.60 <sup>c</sup>
FAI 80.....	1516-804HB.....	Int.....	Cook.....	On Moline Expressway (FAI 80) over Cicero Ave. east of Tinley Park.....		Eng's. field office.....		5,500.00 <sup>c</sup>
				(For balance of contract see Part A—Primary—FA 99—Section 1516-804—Cook County).....	1.36	Cont. reinf. conc. pavement.....	2@36	936,980.84 <sup>c</sup>
						Eng's. field office.....		47,765.00 <sup>c</sup>
FAI 80.....	1516-805HB.....	Int.....	Cook.....	On Moline Expressway (FAI 80) over 175th Street in Country Club Hills.....		Dual hwy. gr. sep. structs.....		2,906.00 <sup>c</sup>
					0.21	PCC pavement.....	2@24	314,919.12 <sup>c</sup>
						Eng's. field office.....		62,189.01 <sup>c</sup>
						Dual hwy. gr. sep. structs.....		4,500.00 <sup>c</sup>
FAI 80.....	1516-822.....	State I... Int..... Int.....	Cook.....	Non-Federal-aid portion of pavement.....	0.17	PCC pavement.....	24	495,155.79 <sup>c</sup>
				Moline Expressway (FAI 80) between Central Ave. and Cicero Ave. west of Country Club Hills.....		Eng's. field office.....		36,566.87 <sup>c</sup>
				Non-Federal-aid portion of pavement.....	1.18	Cont. reinf. conc. pavement.....	2@36	8,267.44 <sup>c</sup>
FAI 80.....	1617-806HB.....	State I... Int..... Int.....	Cook.....	On Crawford Ave. over Moline Expressway (FAI 80) in Country Club Hills.....		Eng's. field office.....		5,500.00 <sup>c</sup>
						Cont. reinf. conc. pavement.....		1,099,387.36 <sup>c</sup>
						Hwy. gr. sep. struct.....		42,025.50 <sup>c</sup>
FAI 80.....	1617-823.....	Int.....	Cook.....	Moline Expressway (FAI 80) between Cicero Ave. and Kedzie Ave.....	0.42	PCC pavement.....	24	3,000.00 <sup>c</sup>
		State I... Int.....		Non-Federal-aid portion of pavement.....	1.99	Cont. reinf. conc. pavement.....	2@36	127,389.17 <sup>c</sup>
						Eng's. field office.....		152,750.24 <sup>c</sup>
								1,812,959.29 <sup>c</sup>
								78,711.75 <sup>c</sup>
								6,000.00 <sup>c</sup>

				DESIGN				
FAI 80.....	1819-824; 1718-807HB.....	State I.....	Cook.....	Moline Expressway (FAI 80) On Kedzie Ave. at FAI 80..... On Moline Expressway (FAI 80) over Kedzie Ave.. All in Hazel Crest	0.66 0.64	Cont. reinf. conc. pavement.. PCC pavement..... Dual hwy. gr. sep. structs.....	2@36, 28 2@24	1, 187, 635.46 <sup>c</sup> 216, 884.64 <sup>c</sup> 216, 502.39 <sup>c</sup>
FAI 90.....	3434-232-I.....	State I.....	Cook.....	On Eisenhower Expressway (FAI 90) between May- wood and Forest Park..... At intersection of Eisenhower Expressway (FAI 90) with Lake Street connection in Hillside.....		Eng's. field office and labora- tory..... Parking facilities..... Addition to existing pumping station.....		6, 000.00 <sup>c</sup> 5, 909.70 <sup>c</sup> 8, 873.00 <sup>c</sup>
FAI 57.....	(87-1-1, 18-1)LS.....	Int.....	Cumberland- Shelby.....	Along FAI 57 from 1 mi. northeast of Sigel to north- east of Neoga..... Along FAI 57 from about 3 mi. northeast of Effing- ham to 1 mi. northeast of Sigel.....	6.53 5.93	Roadside landscaping.. Roadside landscaping.....		51, 428.50 <sup>c</sup> 98, 509.00 <sup>c</sup>
FAI 57.....	(25-8, 87-1)LS.....	Int.....	Effingham-Shelby.....	Along FAI 57 from interchange with FAI 70 north- east of Effingham to US 45 northeast of Neoga..... On FAI 70 at Owl Creek about 0.5 mi. east of Mul- berry Grove.....	12.73	Highway signing.....		32, 458.00 <sup>c</sup>
FAI 70.....	26-0B.....	Int.....	Fayette.....	On FAI 70 over Lick Creek about 1 mi. northeast of Mulberry Grove..... On FAI 70 over Hurricane Creek about 2.5 mi. north- east of Mulberry Grove..... On FAI 70 over Hurricane Creek Overflow #1 and #2 about 2.25 mi northeast of Mulberry Grove..... FAI 70 from Mulberry Grove northeasterly to about 1 mi. west of Vandalia..... Non-Federal-aid portion of pavement.....		R. C. quadruple box culv.. Eng's. field office..... Dual hwy. gr. sep. structs.. Dual hwy. gr. sep. structs..... 2-dual bridges.....	2@24	209, 228.45 <sup>c</sup> 300.00 <sup>c</sup> 176, 878.21 <sup>c</sup> 317, 112.40 <sup>c</sup> 498, 798.20 <sup>c</sup>
FAI 70.....	26-0B-1, 4.....	Int.....	Fayette.....	On Township Road 76 and 78 over FAI 70 about 4.75 mi. west of Vandalia.....	7.60	Cont. reinf. PCC pavt.....		3, 885, 063.36 <sup>c</sup> 5, 128.90 <sup>c</sup> 79, 982.76 <sup>c</sup> 4, 800.00 <sup>c</sup>
FAI 70.....	(26-3, 26-4)LS.....	Int.....	Fayette.....	Along FAI 70 between Bluff City and St. Elmo..... Non-Federal-aid portion of contract..... At east and westbound rest areas along FAI 80 about 3 mi. west of Minooka..... FAI 80 from Rock River about 1 mi. west of Cleve- land southerly to FAI 74 interchange..... Non-Federal-aid portion of contract..... On Township Road 149 over FAI 74 about 2 mi. southeast of Green Rock.....	1.21 7.35	Hwy. gr. sep. struct.. Flexible approaches..... Roadside landscaping.. Parking areas.....		147, 388.30 <sup>c</sup> 68, 051.81 <sup>c</sup> 60, 206.56 <sup>c</sup> 525.00 <sup>c</sup> 295, 729.16 <sup>c</sup>
FAI 80.....	(32, 47)-4I-1.....	State I.....	Grundy.....	On Township Road 169 over FAI 74 about 2 mi. northeast of Orion.....	4.32	Cont. reinf. PCC pavt.....	2@24	1, 727, 923.59 <sup>c</sup> 52, 969.60 <sup>c</sup>
FAI 80.....	37-1.....	Int.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....	0.30	Hwy. gr. sep. struct.. Bit. conc. surf. course.....	20	71, 698.20 <sup>c</sup> 47, 222.82 <sup>c</sup>
FAI 74.....	37-2HB-1.....	Int.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....	0.35	Hwy. gr. sep. struct.. Flex. type approaches..... Dual hwy. gr. sep. structs.. Dual railroad gr. sep. structs.. Hwy. gr. sep. struct.. Gr. or cr. stone surf. course.....		74, 583.50 <sup>c</sup> 39, 568.42 <sup>c</sup> 139, 573.60 <sup>c</sup> 225, 073.30 <sup>c</sup> 71, 859.65 <sup>c</sup> 28, 605.15 <sup>c</sup> 216.00 <sup>c</sup>
FAI 74.....	37-3HB.....	Int.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....		Dual hwy. gr. sep. structs.. Dual railroad gr. sep. structs.. Hwy. gr. sep. struct.. Gr. or cr. stone surf. course.....		74, 583.50 <sup>c</sup> 39, 568.42 <sup>c</sup> 139, 573.60 <sup>c</sup> 225, 073.30 <sup>c</sup> 71, 859.65 <sup>c</sup> 28, 605.15 <sup>c</sup> 216.00 <sup>c</sup>
FAI 74.....	37-3VB.....	Int. G.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....		Dual hwy. gr. sep. structs.. Dual railroad gr. sep. structs.. Hwy. gr. sep. struct.. Gr. or cr. stone surf. course.....		74, 583.50 <sup>c</sup> 39, 568.42 <sup>c</sup> 139, 573.60 <sup>c</sup> 225, 073.30 <sup>c</sup> 71, 859.65 <sup>c</sup> 28, 605.15 <sup>c</sup> 216.00 <sup>c</sup>
FAI 74.....	37-24HB.....	Int.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....		Dual hwy. gr. sep. structs.. Dual railroad gr. sep. structs.. Hwy. gr. sep. struct.. Gr. or cr. stone surf. course.....		74, 583.50 <sup>c</sup> 39, 568.42 <sup>c</sup> 139, 573.60 <sup>c</sup> 225, 073.30 <sup>c</sup> 71, 859.65 <sup>c</sup> 28, 605.15 <sup>c</sup> 216.00 <sup>c</sup>
FAI 74.....	37-24HB.....	Int.....	Henry.....	On FAI 74 over County Highway 9B about 3 mi. east of Orion..... On FAI 74 over CRI&P RR about 1.5 mi. east of Orion..... On Township Road 399 over FAI 74 about 1.5 mi. southwest of Woodhull.....		Dual hwy. gr. sep. structs.. Dual railroad gr. sep. structs.. Hwy. gr. sep. struct.. Gr. or cr. stone surf. course.....		74, 583.50 <sup>c</sup> 39, 568.42 <sup>c</sup> 139, 573.60 <sup>c</sup> 225, 073.30 <sup>c</sup> 71, 859.65 <sup>c</sup> 28, 605.15 <sup>c</sup> 216.00 <sup>c</sup>





				DESIGN			
FAI 74	48-25HB	Int.	Knox	On County Highway 2 over FAI 74 about 5 mi. south of Woodhull	0.29	Hwy. gr. sep. struct. Gr. or cr. stone surf. course	81, 157.28 <sup>c</sup> 55, 270.95 <sup>c</sup> 321.30 <sup>c</sup>
FAI 74	48-25HB-1	State I Int.	Knox	Non-Federal-aid portion of surface course On County Highway 35 over FAI 74 about 4 mi. northwest of Wataga	0.27	Hwy. gr. sep. struct. Gr. or cr. stone base course with bit. surf. treat.	77, 243.45 <sup>c</sup> 63, 132.47 <sup>c</sup> 935.00 <sup>c</sup>
FAI 74	(48-26, 27)SG	State I Int.	Knox	Non-Federal-aid portion of base course Along FAI 74 from about 1.5 mi. north of Galesburg to about 1.5 mi. east of Knoxville	8.66	Traffic signs and delineators	77, 083.41 <sup>c</sup> 1, 623.01 <sup>c</sup>
FAI 74	48-26HB	State I Int.	Knox	Non-Federal-aid portion of contract On Township Road 89 over FAI 74 about 4.25 mi. north of Galesburg	0.41	Hwy. gr. sep. struct. Gr. or cr. stone surface course	92, 630.80 <sup>c</sup> 81, 382.60 <sup>c</sup>
FAI 74	48-26HB-1	Int.	Knox	On County Highway 1B over FAI 74 about 4 mi. north of Galesburg	0.34	Hwy. gr. sep. struct. Gr. or cr. stone base course with bit. surf. treat.	99, 703.92 <sup>c</sup> 64, 251.30 <sup>c</sup>
FAI 74	48-26HB-2	Int.	Knox	On Township Road 121 over FAI 74 about 2.5 mi. north of Galesburg	0.30	Hwy. gr. sep. struct. Gr. or cr. stone surf. course	87, 078.50 <sup>c</sup> 29, 833.70 <sup>c</sup>
FAI 94	1515-SRT	State I	Lake	Edens Expressway (FAI 94) from about 720 ft. northwest of intersection with Lake-Cook Road extending northwesterly	0.49	Shoulder and drainage rehabilitation	37, 892.33 <sup>c</sup>
FAI 270	(60-1, 4, 5, 6)SG	Int.	Madison	Along FAI 270 between Chain-of-Rocks Canal and US 66	11.34	Traffic signs and delineators	174, 240.85 <sup>c</sup>
FAI 270	(60-2, 3)I-1	Int.	Madison	Along FAI 270 from about 3 mi. west of Mitchell to about 1 mi. east of Mitchell	4.04	Highway fencing	52, 661.91 <sup>c</sup> 7, 832.50 <sup>c</sup> 750.00 <sup>c</sup>
FAI 270	60-3LS	State I Int.	Madison	Non-Federal-aid portion of contract Along FAI 270 from Ill. 203 west of Mitchell to Ill. 111 about 4 mi. west of Glen Carbon	2.46	Roadside landscaping	77, 529.20 <sup>c</sup> 16, 644.90 <sup>c</sup>
FAI 270	60-4LS	State I Int.	Madison	Non-Federal-aid portion of contract Along FAI 270 between Ill. 111 and Glen Carbon	4.26	Roadside landscaping	76, 986.50 <sup>c</sup> 36, 549.85 <sup>c</sup>
FAI 70	60-7I-1HL	State I Int.	Madison	Non-Federal-aid portion of contract At truck weigh stations on US 66 (FAI 70) about 1.5 mi. west of Collinsville		Highway lighting and signing	43, 807.31 <sup>c</sup>
FAI 70	60-11, 11-HB & 60-12	Int.	Madison	FAI 70 from 2 mi. northeast of Troy to 0.75 mi. east of Ill. 4 (4.11 mi.) and FAI 70 about 3 mi. southeast of Marine (3.32 mi.)	7.43	Cont. reinf. PCC pavement Hwy. gr. sep. struct.	4, 568, 029.99 <sup>c</sup> 93, 326.13 <sup>c</sup> 3, 643.88 <sup>c</sup>
FAI 70	60-13, 60-14, 60-14B	State I Int.	Madison	On Township Road 234 over FAI 70 Non-Federal-aid portion of pavement FAI 70 from 4 mi. northwest to 2.5 mi. north of Highland (3.78 mi.); from about 0.75 mi. west of Township Road 370 to about 0.25 mi. east of Township Road 386 northwest of Pierron (3.23 mi.)	7.01	Cont. reinf. PCC pavement RC triple box culv.	3, 949, 584.15 <sup>c</sup> 1, 959.64 <sup>c</sup> 108, 477.93 <sup>c</sup>
FAI 55, 74	(57-3, 4, 5, 6, 7, 8; 57-19, 20)SG	State I Int.	McLean	Non-Federal-aid portion of pavement On FAI 70 at Sugar Creek east of Township Road 370 (For balance of contract see Part A—Primary—FA 12—Section 33-2—Madison County)	22.04	Traffic signs and delineators Eng's. field office	365, 058.96 <sup>c</sup> 750.00 <sup>c</sup> 743.00 <sup>c</sup>
FAI 74	57-18	State I Int.	McLean	Non-Federal-aid portion of contract FAI 74 from Carlock southeasterly to US 150	4.79	Cont. reinf. PCC pavt.	2, 365, 559.79 <sup>c</sup>
FAI 74	57-18HL	Int.	McLean	At weighing stations on FAI 74 southeast of Carlock	0.75	Highway lighting	25, 332.90 <sup>c</sup>



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 74, FA 31 Spur.....	72(5, 6, 7, 8)SG; 117-3SG.....	Int.....	Peoria.....	Along FAI 74 and FA 31 Spur from Kickapoo-Edwards Road interchange southeasterly to and in Peoria.....	10.86	Fur. and erecting traffic signs and delineators.....		81,997.18 <sup>c</sup>
FAI 74.....	72-7HB-4.....	State I. Int.....	Peoria.....	Non-Federal-aid portion of contract. On Nebraska Ave. over FAI 74 in Peoria.....		Hwy. gr. sep. struct.....		1,324.00 <sup>c</sup>
FAI 74.....	72-7HL.....	State I. Int.....	Peoria.....	Non-Federal-aid portion of contract. Along FAI 74 from about 0.5 mi. west of Sterling Ave. easterly and southerly to south of Parkview Cemetery in Peoria.....				196,591.60 <sup>c</sup>
FAI 74.....	(72, 90)10B-I; 72-9-I-2, 90-11-I-3.....	State I. Int.....	Peoria.....	Non-Federal-aid portion of contract. On FAI 74 at Murray Baker Bridge over Illinois River at Peoria.....	3.01	Highway lighting.....		433,487.67 <sup>c</sup>
FAI 57.....	77(1-2, 2-1, 2).....	State I. Int.....	Pulaski.....	Non-Federal-aid portion of contract. FAI 57 between Ullin Road CH 3 east of Pulaski.....	0.82	Steel box beam median rail barrier.....		141,018.88 <sup>c</sup>
FAI 57.....	77-2HB-1.....	Int.....	Pulaski.....	On Township Road 60 over FAI 57 about 3 mi. south-east of Ullin.....	5.05	Cont. reinf. conc. pavt.....	2@24	16,077.40 <sup>c</sup>
FAI 57.....	77-2HB-2.....	Int.....	Pulaski.....	On County Highway 3 over FAI 57 about 3 mi. east of Ullin.....	0.34	Eng's. field office.....	18	58,387.50 <sup>c</sup>
FAI 80.....	81-1.....	Int.....	Rock Island.....	FAI 80 between Mississippi and Rock Rivers. Non-Federal-aid portion of contract.....		Hwy. gr. sep. struct.....		486.00 <sup>c</sup>
FAI 64.....	82(1, 2, 3)DM-4.....	State I. Int.....	St. Clair.....	Right-of-way of FAI 64 between 8th Street and Kingshighway in East St. Louis.....		Gr. or cr. stone surf. course.....		2,905,230.61 <sup>c</sup>
FAI 70.....	(82-3, 4)DM.....	State I. Int.....	St. Clair.....	Non-Federal-aid portion of contract. Right-of-way of FAI 70 between approach to Poplar Street Bridge and Missouri Ave. in East St. Louis.....	0.39 0.01	Earth grading.....		6,000.00 <sup>c</sup>
FAI 70.....	82-3VB.....	State I. Int.....	St. Clair.....	Non-Federal-aid portion of contract. On approach to Poplar Street Bridge over IC & Peabody Coal Co. RR over Terminal RR Assn. of St. Louis.....	4.61	Eng's. field office. Cont. reinf. PCC pavt.....	2@24	81,552.70 <sup>c</sup>
						Eng's. field office.....		47,553.96 <sup>c</sup>
						Removal of 242 buildings.....		1,500.00 <sup>c</sup>
						Removal of 571 buildings.....		89,777.90 <sup>c</sup>
						RR gr. sep. struct.....		145,707.31 <sup>c</sup>
								52,407.40 <sup>c</sup>
								1,500.00 <sup>c</sup>
								2,529,161.24 <sup>c</sup>
								94,838.33 <sup>c</sup>
								2,500.00 <sup>c</sup>
								89,336.60 <sup>c</sup>
								5,236.60 <sup>c</sup>
								118,690.15 <sup>c</sup>
								33,849.80 <sup>c</sup>
								1,552,790.78 <sup>c</sup>

DESIGN

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FAI 70.....	82-3HVB.....	Int.....	St. Clair.....	On FAI 70 and a portion of the connecting interchange structures east of the Mississippi River Bridge approaches in East St. Louis.....	0.60	Poplar Street Complex main line viaduct.....	6,376,414.70 <sup>c</sup>
		Int. G.....					777,423.76 <sup>c</sup>
		State I.....		Non-Federal-aid portion of Poplar Street Complex.....		Eng's. field office.....	660.50 <sup>c</sup>
		Int.....				Highway lighting.....	6,546.06 <sup>c</sup>
		Int. G.....					727.34 <sup>c</sup>
		Int. G.....		On roadways of FAI 70 (Poplar Street Complex) over Trendley Ave. in East St. Louis.....			62,825.34 <sup>c</sup>
		Int.....					7,341.81 <sup>c</sup>
FAI 70.....	82-4HB.....	Int.....	St. Clair.....	On Poplar Street Complex (FAI 70) and street connections between Piggott and Missouri Avenues in East St. Louis.....		3-hwy. gr. sep. structs.....	1,264,128.92 <sup>c</sup>
		State I.....		Non-Federal-aid portion of pavement.....	0.59	Eng's. field office.....	3,931.57 <sup>c</sup>
		Int.....				Cont. reinf. PCC pavt.....	2,678,858.94 <sup>c</sup>
		State I.....		Non-Federal-aid portion of signing.....		Eng's. field office.....	7,818.94 <sup>c</sup>
		Int.....			0.60	Highway signing.....	6,000.00 <sup>c</sup>
FAI 70.....	82-4HB-1.....	Int.....	St. Clair.....	On roadways of FAI 70 (Poplar Street Complex) over Fourth Street in East St. Louis.....		Highway lighting.....	103,246.42 <sup>c</sup>
		Int.....		FAI 70 (Poplar Street Complex) over Main Street, Broadway Ave, and Southern Railroad in East St. Louis.....			126,488.12 <sup>c</sup>
		Int. G.....				3-hwy. gr. sep. structs.....	1,703,864.25 <sup>c</sup>
		Int. G.....				Eng's. field office.....	9,992.40 <sup>c</sup>
		Int.....				2-comb. RR-hwy. gr. sep. structs.....	2,248,303.26 <sup>c</sup>
FAI 70.....	82-4HB-2.....	Int.....	St. Clair.....	On Roadway "B" under Missouri Ave. and on Roadway "C" over Missouri Ave. at Poplar Street Complex in East St. Louis.....		Eng's. field office.....	1,499,881.93 <sup>c</sup>
FAI 74.....	90-16; X3-16.....	Int.....	Tazewell-Woodford.....	FAI 74 between Deer Creek and Congerville.....			32,974.92 <sup>c</sup>
FAI 74.....	(92-11, 12)LS.....	State I.....	Vermilion.....	Non-Federal-aid portion of highway lighting. Along FAI 74 in and east of Danville.....	5.61	2-hwy. gr. sep. structs.....	21,983.24 <sup>c</sup>
FAI 74.....	(92-11, 12)SG.....	Int.....	Vermilion.....	Along FAI 74 from 3 mi. west of Main Street interchange in Danville easterly to Illinois-Indiana State line.....	0.33	Eng's. field office.....	1,855,367.00 <sup>c</sup>
Various.....	Dist. 10 Expressway Pedestrian Barrier Repair '65-1.....	State I.....	Various.....	At various locations along various Expressways in Cook, Lake, DuPage, and Will Counties.....	9.69	Cont. reinf. PCC pavt.....	20,000.00 <sup>c</sup>
FAI 80.....	(99-1)I.....	State I.....	Will.....	Along FAI 80 from intersection of Kendall-Grundy-Will County lines northeasterly and along ramps at FAI 55 interchange northeast of Minooka.....		Highway lighting.....	2,521,905.89 <sup>c</sup>
						Roadside landscaping.....	14,973.10 <sup>c</sup>
						Eng's. field office.....	2,147.00 <sup>c</sup>
						Traffic signs and delineators.....	278,064.40 <sup>c</sup>
							10,440.00 <sup>c</sup>
						Pedestrian barrier repair.....	135,001.69 <sup>c</sup>
						Bituminous surfaced shldr.....	35,545.04 <sup>m</sup>
					5.52		90,217.40 <sup>c</sup>



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 80.....	99-2.....	Int..... Int. G..... State I.....	Will.....	FAI 80 at Larkin Avenue Interchange in and south- west of Joliet.....	4.79	Cont. reinf. PCC pavt.....	2@24	1,863,624.75 <sup>c</sup> 405,483.72 <sup>c</sup> 7,456.90 <sup>c</sup>
FAI 80.....	99-3, 99-3(HB, HB-1, HB-2, HB-3).....	Int..... State I..... Int.....	Will.....	FAI 80 at Hickory Center Interchange in Joliet..... Non-Federal-aid portion of pavement..... On Wheeler Ave. over FAI 80..... On FAI 80 over Ramp AB..... On FAI 80 over Ramp AD..... On Ramp DB over Ramp AD..... (For balance of contract see Part A—Primary—FA 8 and 61—Sections 10, 10(HB, HB-1, HB-2) and I-D-2, I-D-2HB—Will County) On Briggs Street over FAI 80 about 1 mi. southeast of Joliet.....	0.64	PCC pavement..... Eng's. field office..... Hwy. gr. sep. struct..... 2-hwy. gr. sep. structs..... 2-hwy. gr. sep. structs..... Utility adjustments..... Hwy. gr. sep. struct.....	2@24	759,837.92 <sup>c</sup> 49,010.62 <sup>c</sup> 3,450.00 <sup>c</sup> 171,370.93 <sup>c</sup> 135,038.45 <sup>c</sup> 123,132.16 <sup>c</sup> 23,491.80 <sup>c</sup> 23,100.70 <sup>c</sup>
FAI 80.....	99-4-1HB.....	Int.....	Will.....	On Cherry Hill Road over FAI 80 about 1.5 mi. east of Joliet.....	0.58	Hwy. gr. sep. struct..... PCC pavement.....	24	78,135.89 <sup>c</sup> 202,308.31 <sup>c</sup>
FAI 80.....	99-4-1HB-1.....	Int.....	Will.....	Non-Federal-aid portion of surfacing..... On County Highway 52 over FAI 80 about 2 mi. west of New Lenox.....	0.37	Hwy. gr. sep. struct..... Flex. base with bit. conc. surf.....	24, 22	118,319.89 <sup>c</sup> 118,713.17 <sup>c</sup> 294.50 <sup>c</sup>
FAI 80.....	99-4-1HB-2.....	State I..... Int.....	Will.....	On County Highway State 64 (Francis Road) over FAI 80 about 2 mi. northwest of New Lenox.....	0.35	Hwy. gr. sep. struct..... Gr. or cr. stone surf. course.....	18	82,357.47 <sup>c</sup> 41,189.90 <sup>c</sup>
FAI 80.....	99-5HB.....	Int.....	Will.....	On Wolf Road over FAI 80 about 0.75 mi. north of Mokena.....	0.28	Hwy. gr. sep. struct..... Flex. base with bit. surf. ap- proaches.....		133,234.10 <sup>c</sup> 61,753.70 <sup>c</sup>
FAI 80.....	99-5HB-4.....	Int.....	Will.....	FAI 74 between Congerville and Carlock..... Non-Federal-aid portion of pavement.....	0.36 5.25	Hwy. gr. sep. struct..... PCC paved approaches..... Cont. reinf. PCC pavt.....	22 2@24	79,931.20 <sup>c</sup> 108,389.08 <sup>c</sup> 2,127,903.91 <sup>c</sup> 832.00 <sup>c</sup>
FAI 74.....	X3-17, 57-17.....	Int..... State I..... Int..... State I.....	Woodford-McLean.....	Railroad grade crossings at two (2) locations on de- tour roads of FAI 55 and 70 at East St. Louis.....		RC double box culv..... 2-temporary automatic pro- tection and railroad grade- crossing construction.....		48,424.22 <sup>c</sup> 9,860.00

Total Federal-aid interstate highway contracts, Part A.....\$75,348,280.29

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY COOK COUNTY.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 57.....	068-1718A-CF.....	Int.....	Cook.....	Along Right-of-way of Dan Ryan Expressway (FAI 57—West Leg) between 119th Street and Rall Ave. in Calumet Park and Blue Island.....		Building removal.....		\$15, 800.00
FAI 57.....	068-1819.1-CF.....	Int.....	Cook.....	119th Street over Dan Ryan Expressway (FAI 57—West Leg) in Chicago.....		Hwy. gr. sep. struct.....		493, 899.17
FAI 57.....	068-1821.5-CF.....	Int.....	Cook.....	Along Dan Ryan Expressway (FAI 57—West Leg) from 107th Street to 119th Street.....		Main drain constr.....		994, 344.00
FAI 57.....	068-1919.2-CF.....	Int.....	Cook.....	On 115th Street over Dan Ryan Expressway (FAI 57—West Leg) in Chicago.....		Hwy. gr. sep. struct.....		377, 739.35
FAI 57.....	068-1920.1-CF.....	Int.....	Cook.....	On 112th Place over Dan Ryan Expressway (FAI 57—West Leg) in Chicago.....		Hwy. gr. sep. struct.....		566, 638.28
FAI 57.....	068-1921.4-CF.....	EACI....	Cook.....	South Route (Dan Ryan) Expressway (FAI 57) West Branch from 117th to 109th Street.....	0.73	Roadway grading.....		439, 912.40
FAI 57.....	068-2021.1-CF.....	Int.....	Cook.....	111th Street over Dan Ryan Expressway (FAI 57—West Leg) in Chicago.....		Hwy. gr. sep. struct.....		400, 874.09
FAI 57.....	068-2121.4-CF.....	Int.....	Cook.....	On 107th Street and Throop Street over Dan Ryan Expressway (FAI 57—West Leg) in Chicago.....		Hwy. gr. sep. struct.....		1, 094, 950.70
FAI 57.....	068-2122.1A-CF.....	EACI....	Cook.....	South Route (Dan Ryan) Expressway—West Branch from 105th Street to Halsted Street.....	0.93	Roadway grading.....		678, 806.45
FAI 55.....	207-0911.1-CF.....	Int.....	Cook.....	Along Southwest Route Expressway (FAI 55) between Narragansett Ave., Exit J, and Cicero Ave.....		Highway landscaping.....		28, 902.50
FAI 55.....	207-1616.12-CF.....	Int.....	Cook.....	Along Southwest Route Expressway (FAI 55) between Ashland Ave. and west of Halsted Street.....		Highway landscaping.....		22, 455.00

Total Federal-aid interstate highway contracts awarded by Cook County, Part A.....

\$5, 114, 321.94

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY CITY OF CHICAGO

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 55.....	SW-1717.2-4B.....	Int.....	Cook.....	On South Steward Ave. over Southwest Route Expressway (FAI 55) in Chicago.....		Hwy. gr. sep. struct.....		\$221, 576.25
FAI 55.....	SW-1717.6-3P.....	Int.....	Cook.....	On Southwest Route Expressway (FAI 55) from South Canal St. to South State Street.....	0.65	PCC pavement.....	2@24	2, 490, 888.00
FAI 55.....	SW-1818.2-1B.....	Int.....	Cook.....	On South State Street over Southwest Route Expressway.....		Hwy. gr. sep. struct.....		819, 006.50
FAI 55.....	SW-1818.2-2B.....	Int.....	Cook.....	On South Michigan Ave. over Southwest Route Expressway.....		Hwy. gr. sep. struct.....		968, 636.50
FAI 55.....	SW-1818.3-1H.....	Int.....	Cook.....	On Southwest Route Expressway (FAI 55) from South Prairie Ave. to South Lake Park Ave.....		Elevated hwy. struct.....		1, 566, 412.00
FAI 55.....	SW-1818.3-2H.....	Int. G....	Cook.....	On Southwest Route Expressway (FAI 55) over IC RR from Lake Park Ave. to South Lake Shore Drive.....		Elevated RR structure.....		1, 933, 927.10



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 55.....	SW-1818.4-1VB.....	Int. G....	Cook.....	On CTA Elevated Railroad over Southwest Route Expressway at East 25th Street.....	.....	RR elevated structure.....	.....	537, 766.00
FAI 55.....	SW-1818.5-1DW.....	UI.....	Cook.....	In Lake Michigan south of McCormick Place.....	.....	Dock wall.....	.....	1, 874, 480.00
FAI 55.....	SW-1818.6-1P.....	Int.....	Cook.....	On Southwest Route Expressway (FAI 55) between South State Street and South Parkway in Chicago.	.....	PCC pavement.....	2@24	1, 177, 586.70
FAI 55.....	SW-1818.6-2P.....	Int.....	Cook.....	Southwest Route Expressway (FAI 55) and Lake Shore Drive Interchange.....	0.35	Elevated interchange.....	.....	7, 115, 220.56
FAI 55.....	SW-1818.9-2W.....	Int.....	Cook.....	Along right-of-way of Southwest Expressway (FAI 55) between South State Street and South Park Way.....	.....	Building removal.....	.....	171, 000.00
Total Federal-aid interstate highway contracts awarded by City of Chicago, Part A... \$18, 876, 499.61								

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FA 36.....	78-3VHB.....	F.....	Adams.....	On 3rd Street (FA 36) over CB&Q RR, Cedar Creek, and Park Road about 0.5 mi. north of Quincy.....	.....	Comb. RR-Hwy. grade sep. struct.....	.....	\$183, 658.71 <sup>c</sup> 161, 779.59 <sup>c</sup>
Various.....	Dist. 9 Intersection Lighting '65-1....	FG.....	Alexander-Jackson-Perry-Saline-Williamson.....	At the following three (3) intersections: Ill. 13 (SBI 13) with old Ill. 13 west of Carbondale; Ill. 13 with Ill. 149 north of Murphysboro; and US 45 with Ill. 142 at Eldorado.....	.....	Highway lighting.....	.....	22, 230.70 <sup>c</sup>
FAI194.....	(6, 15, 14)R-VF.....	F.....	Boone.....	At the following four (4) intersections: US 51 with Ill. 3 north of Cairo; Ill. 13 with FAS 909 south of Car-terville; Ill. 3 with Ill. 149 west of Grimsby; and US 51 with Ill. 154 north of DuQuoin.....	.....	New control centers.....	.....	8, 964.20 <sup>c</sup>
				On Ill. 5 (FA 194) over C&NW Ry Spur and Stone Quarry Road about 0.5 mi. southeast of Belvidere..	.....	Fur. and fab. strl. st. for dual comb. RR-hwy. grade sep. structs.....	.....	40, 895.66 <sup>c</sup> 21, 882.32 <sup>c</sup> 18, 153.71 <sup>c</sup>
		FG.....		Non-Federal-aid portion of contract.....	.....		.....	
		State P....			.....		.....	

DESIGN

FA 11.....	10-72-1.....	U..... State P.....	Champaign.....	Springfield Ave. (FA 11) in Champaign. Non-Federal-aid portion of contract. (For balance of contract see Part A—Secondary— FAS 519—Section 10-72-1—Champaign County)	0.44	Dual PCC pavement.....	2@24	335,039.55 <sup>c</sup> 65,717.25 <sup>c</sup>
Various.....	Dist. 5 Bituminous Seal Coat '65-1....	State P.....	Champaign.....	On various routes and locations in Champaign Coun- ty.....	15.84	Bit. surf. treat.....	9, 20, 22	13,716.20 <sup>c</sup>
FA 13.....	8-2B.....	F.....	Clay.....	On relocated US 50 (FA 13) over Elm River about 1.5 mi. east of Flora.		Dual bridges.....		156,295.40 <sup>c</sup>
SBI 50.....	50-1-W-Y & RS-TS.	State P.....	Cook.....	At the following 2 intersections: Cicero Ave. with State Road; and Cicero Ave. with 73rd Street in Chicago.		Rehabilitation of traffic con- trol signals.....		34,498.38 <sup>c</sup>
SBI 55.....	78-2-Y-RS-TS.....	State P.....	Cook.....	At the following three (3) intersections: Cermak Road (Ill. 55-SBI 55) at Cermak Shopping Center Entrance; Cermak Road and Harlem Ave.; and Harlem Ave. at Cermak Shopping Center En- trance all east of Cicero.		Traffic control signals modi- fied.....		47,442.55 <sup>c</sup>
SBI 1.....	161-Y-I.....	State P.....	Cook.....	Intersection of Alt. Ill. 1 (SBI 1) with Holbrook Road in Homewood.		Intersection improvement.....		7,638.60 <sup>c</sup>
SBI 46.....	464-Y-I-TS.....	State P.....	Cook.....	At intersection of US 12, 20, 45 (SBI 46) with Lake Street in Melrose Park.		Traffic control signals modi- fied.....		49,970.90 <sup>c</sup>
SBI 51.....	511-B-C-R.....	State P.....	Cook.....	On US 45 (SBI 51) over Calumet-Sag Channel about 1 mi. west of Palos Hills.		Dual bridges.....		973,389.70 <sup>c</sup>
FA 61.....	531-2-1-TS.....	State P.....	Cook.....	(For balance of contract see Part B—Primary—SBI 51—Section 511-B-C-R—Cook County—Dist. 10) At interchange of Northwest Highway (US 14) with relocated Ill. 53 (FA 61) south of Rolling Meadows.		Traffic control signals.....		14,522.00 <sup>c</sup> 10,000.00 <sup>c</sup>
FA 61.....	531-3-1.....	F.....	Cook.....	Relocated Ill. 53 (FA 61) in and north of Arlington Heights.	1.01	Cont. reinf. PCC pavt..... Eng's. field office.....	2@36	97,457.95 <sup>c</sup> 1,412,707.09 <sup>c</sup> 2,000.00 <sup>c</sup>
FA 61.....	531-3HB-1.....	State P.....	Cook.....	On relocated Ill. 53 over Anderson Drive Extension in Arlington Heights.		Hwy. gr. sep. struct.....		112,769.60 <sup>c</sup>
FA 61.....	531-3HB-2.....	F.....	Cook.....	On relocated Ill. 53 (FA 61) over US 12 about 2 mi. northeast of Palatine.		Dual hwy. gr. sep. structs..... Eng's. field office.....		361,030.19 <sup>c</sup> 5,000.00 <sup>c</sup>
SBI 57.....	571-W-1-I.....	State P.....	Cook.....	At intersection of Skokie Boulevard (SBI 57) with Simpson Street in Skokie.		Intersection improvement.....		146,946.87 <sup>c</sup>
SBI 57.....	571-W-1-I-TS.....	State P.....	Cook.....	At intersection of Skokie Boulevard (Ill. 50-SBI 57) with Simpson Street in Skokie.		Traffic control system modi- fied.....		45,954.40 <sup>c</sup>
FA 122.....	0102SR.....	F.....	Cook.....	Along Calumet Expressway (FA 122) between King- ery Expressway and Sauk Trail.	5.93	Shoulder rehabilitation.....		245,351.99 <sup>c</sup> 63,775.04 <sup>c</sup> 897.75 <sup>c</sup>
FA 99.....	1516-804.....	U..... State P..... F.....	Cook.....	Non-Federal-aid portion of contract. Cicero Ave. (FA 99) east of Tinley Park. (For balance of contract see Part A—Interstate—FAI 80—Section 1516-804HB—Cook County) Halsted Street (SBI 1) between 138th and 142nd Streets in Riverdale.	0.42	Pavement reconstruction..... Eng's. field office.....	2@24	136,665.24 <sup>c</sup> 4,500.00 <sup>c</sup>
SBI 1.....	3268-15d-Z-T.....	State P.....	Cook.....	At intersection of Northwest Highway (US 14-FA 20) with County Highway 10 (Wilke Road) in Arling- ton Heights.	0.87	Storm sewers.....		98,746.70 <sup>c</sup>
FA 20.....	1964-14-TS.....	State P.....	Cook.....	Underpass at intersection of US 14 (Dempster Street -SBI 21) with Milwaukee Ave. in Niles.		Traffic control signals.....		29,024.45 <sup>c</sup>
SBI 21.....	1965-1-IL.....	State P.....	Cook.....	At intersection of Mannheim Road (SBI 46) with Gage Ave. in Franklin Park.		Lighting rehabilitation.....		18,233.60 <sup>c</sup>
SBI 46.....	1965-5BR.....	State P.....	Cook.....	(For balance of contract see Part B—Primary—SBI 46—Section 1965-5BR—Cook County—Dist. 10)		Intersection improvement.....		94,395.25 <sup>c</sup>



TABLE 22.—Continued.  
PART A.—Continued.

DESIGN								
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FA 20.....	1965-17-TS.....	State P...	Cook.....	At the following two (2) intersections: US 14 (FA 20) with Mount Prospect Road; and Mount Prospect Road with Prospect Ave. all in Mount Prospect....	.....	Traffic control signals.....	.....	26, 737.35 <sup>c</sup>
Various.....	1965-38C&G.....	State P...	Cook.....	Along various routes and locations in northern and western portions of Cook County.....	0.81	Curb and gutter reconstruction.....	.....	52, 997.00 <sup>c</sup>
Various.....	1965-39C&G.....	State P...	Cook.....	Along various routes and locations in southern portion of Cook County.....	0.39	Curb and gutter reconstruction.....	.....	38, 930.50 <sup>c</sup>
Various.....	1965-49-SR.....	State P...	Cook.....	Along various routes in Palos Park and Willow Springs.....	2.01	Stabilized shoulders.....	.....	85, 765.25 <sup>c</sup>
FA 127.....	1965-52SR.....	State P...	Cook.....	Along McHenry Road (FA 127) in and north of Wheeling, and on Colfax Ave. in Palatine.....	1.57	Stabilized shoulders.....	2@4	46, 650.70 <sup>c</sup>
SBI 53.....	1965-53SR.....	State P...	Cook.....	Along Rohlwing Road (SBI 53) between Nerge Road and Devon Ave. and at intersection with Biesterfield Road.....	0.68	Stabilized shoulders.....	2@4	20, 829.70 <sup>c</sup>
Various.....	1965-54SR.....	State P...	Cook.....	(For balance of contract see Part A—Secondary—CH 013—Section 1965-53SR) Along Waukegan Road from Shermer Road to Linder Road in Northbrook, and along Glenview Road from Waukegan to Coronet Roads, and along Shermer Road from Golf Road to Birchwood Court in Glenview.....	2.09	Stabilized shoulders.....	2@4	67, 692.60 <sup>c</sup>
Various.....	Dist. 10 Diseased Tree Removal '65-37.....	State P...	Cook.....	Right-of-way of various routes in Cook County....	.....	10,000 inch dia. tree removal.....	.....	23, 500.00 <sup>m</sup>
Various.....	Dist. 10 Traffic Signals '64-6.....	State P...	Cook.....	At 17 intersections throughout Cook County mostly north, south, and west of Chicago.....	.....	Traffic control signal installations.....	.....	311, 541.10 <sup>c</sup>
US 41, Ill. 1..	Dist. 10 Traffic Signals '65-1.....	State P...	Cook.....	At Edens Expressway (US 41) and Clavey Road northeast of Northbrook and at Calumet Expressway (Ill. 1) and Sauk Trail in Sauk Village.....	.....	Traffic control signals modified.....	.....	43, 937.25 <sup>c</sup>
Various.....	Dist. 10 Traffic Signals '65-2.....	State P...	Cook.....	At four (4) intersections..... At three (3) intersections..... At three (3) intersections..... All in Cook County	.....	Traffic control signals..... Traffic signals modified..... Flashing-light beacons.....	.....	38, 299.56 <sup>c</sup> 34, 469.64 <sup>c</sup> 22, 979.70 <sup>c</sup>
FA 2.....	Dist. 10 Traffic Signals '65-3.....	State P...	Cook.....	At the following 3 intersections on Indianapolis Boulevard (FA 2) with 106th Street, State Line Road, and FAI 94 (Chicago Skyway Off Ramp) all southeast of Chicago.....	.....	Traffic control signals.....	.....	27, 609.50 <sup>c</sup>

DESIGN

Various.....	Dist. 10 Traffic Signals '65-5.....	State P...	Cook.....	On various routes at six (6) intersections in Cook County.....	.....	Traffic control signals.....	.....	94, 278.45 <sup>c</sup>
Various.....	Dist. 10 Traffic Signals '65-7.....	State P...	Cook.....	At ten (10) intersections on various routes and loca- tions in Cook County.....	.....	Traffic control signals modi- fied.....	.....	76, 299.95 <sup>c</sup>
Various.....	Dist. 10 Traffic Signals '65-8.....	State P...	Cook.....	At the following five (5) intersections: Hicks Road with Dundee Road; Northwest Highway with Baldwin Road and Colfax Street; with Hicks Road and Parallel Street; and US Business Route 12 with Potter Road.....	.....	Traffic control signals.....	.....	52, 216.25 <sup>c</sup>
SBI 46.....	Dist. 10 Traffic Signals '65-11.....	State P...	Cook.....	On LaGrange Road (SBI 46) at the following 4 inter- sections: Plainfield Road, 47th Street, 55th Street, and Joliet Road in LaGrange and Countryside.....	.....	Traffic control signals.....	.....	68, 144.71 <sup>c</sup>
Various.....	Dist. 10 Traffic Signals '65-12.....	State P...	Cook.....	At four (4) intersections all south of Park Ridge.....	.....	Traffic control signals modi- fied.....	.....	35, 375.90 <sup>c</sup>
FA 13, SBI 1.	5-2TS, 20TS.....	State P...	Crawford-Richland.	At 2 intersections: US 50 (FA 13) with Ill. 130 at south limit of Olney, and Ill. 1 (SBI 1) with Ill. 33 at Gordon.....	.....	Traffic flashing signals.....	.....	2, 095.40 <sup>c</sup>
FA 7.....	(C&J)R, JR-HB.....	U.....	DuPage.....	Alt. US 30 (FA 7) between Butterfield Road and York Road.....	0.99	Cont. reinf. conc. pavement.....	2@24	995, 531.29 <sup>c</sup>
FA 7... ..	3838-234SR.....	State P...	DuPage-Cook.....	On Ramps A and C from Roosevelt Road to Eisen- hower Expressway south of Elmhurst.....	.....	Hwy. gr. sep. struct.....	.....	182, 215.74 <sup>c</sup>
FA 141, 7....	61SG, (C&J)R-2-SG.....	State P...	DuPage-Kane.....	Along Ill. 56 and US 30 (FA 141) at interchange with Ill. 47 in Sugar Grove.....	.....	Two Eng's. field offices.....	.....	5, 720.13 <sup>c</sup>
		State P...			.....	Highway lighting.....	.....	8, 142.35 <sup>c</sup>
					0.25	Traffic control signals.....	.....	13, 747.45 <sup>c</sup>
					.....	Flex. base with bit. conc. surf.....	.....	38, 761.33 <sup>c</sup>
					1.16	Bit. conc. surfacing.....	4, 8	48, 881.50 <sup>c</sup>
					1.47	Highway signing and delineaa- tors.....	.....	55, 879.52 <sup>c</sup>
					1.12	Highway signing and delineaa- tors.....	.....	42, 575.00 <sup>c</sup>
SBI 64, FA 201.....	Dist. 1 Traffic Signals '65-1.....	State P...	DuPage-Lake.....	At 2 intersections: Ill. 64 (SBI 64) with Blooming- dale Road near Glendale Heights, and Ill. 120 (FA 201) with O'Plaine Road near Gurnee.....	.....	Traffic control signals.....	.....	19, 358.35 <sup>c</sup>
SBI 22, 59.....	Dist. 1 Traffic Signals '65-2.....	State P...	DuPage-Will.....	At the following three (3) intersections: US 30 (SBI 22) with Larkin Ave.; US 30 (SBI 22) with Wash- ington Street and Gauger Road; Ill. 59 (SBI 59) with Batavia Road.....	.....	Traffic control signals.....	.....	33, 466.80 <sup>c</sup>
SBI 34.....	101BR.....	F.....	Edgar.....	On US 150 (SBI 34) over Sugar Creek about 1 mi. east of Paris.....	.....	Bridge.....	.....	254, 599.35 <sup>c</sup>
SBI 148.....	126R.....	State P...	Franklin.....	Ill. 148 (SBI 148) between Valier and Christopher.....	1.53	PCC pavement.....	24	425, 025.76 <sup>c</sup>
SBI 13.....	11-2B.....	F.....	Gallatin.....	On Ill. 13 (SBI 13) over Cypress Branch about 0.25 mi. northwest of Junction.....	.....	Eng's. field office.....	.....	1, 946.75 <sup>c</sup>
	11-2B-1.....			On Ill. 13 (SBI 13) over Cypress Ditch about 0.25 mi. north of Junction.....	.....	Bridge.....	.....	148, 001.91 <sup>c</sup>
					0.21	Bridge.....	.....	165, 738.36 <sup>c</sup>
					.....	Roadway grading.....	44	41, 910.37 <sup>c</sup>
					.....	Utility adjustments.....	.....	7, 288.90 <sup>c</sup>



TABLE 22.—Continued.  
PART A.—Continued.

						DESIGN		
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FA 155.....	432-G.....	F.....	Greene-Jersey.....	FA 155 from about 5 mi. south of Eldred southerly to Ill. 16.....	5.21	Flex. base with bit. surf. treat.	24, 22	378, 337.96 <sup>c</sup> 1, 423.80 <sup>c</sup>
SBI 15.....	(8, 9, 12-B, 13-B)-I..	State P... State P...	Jefferson- Washington.....	Non-Federal-aid portion of contract.....				
FA 38.....	6R, 6B-1, 6B-2.....	F..... State P... F.....	Jersey.....	Seven (7) existing bridges at various locations on US 460 (SBI 15) between Nashville and Mt. Vernon.....	1.01	Handrails modified..... PCC pavement.....	24	37, 262.10 <sup>c</sup> 241, 065.32 <sup>c</sup> 13, 720.00 <sup>c</sup>
FA 141.....	61-L.....	State P...	Kane.....	On relocated Great River Road over Show Hollow Creek and over Reddish Drainage Canal.....	0.08	Flex. base with bit. surf. treat.	20	13, 727.05 <sup>c</sup>
Various.....	Dist. 1 Traffic Signals '65-3.....	State P...	Kane.....	Adjacent to FA 38.....		2 bridges.....		160, 695.10 <sup>c</sup>
Various.....	Dist. 1 Traffic Signals '65-4.....	State P...	Kane-Kendall-Will..	On relocated Great River Road over Show Hollow Creek and over Reddish Drainage Canal.....		Highway lighting.....		29, 385.82 <sup>c</sup>
FA 29.....	21, 21HB-1, 18A.....	U.....	Kane-Lake- McHenry.....	At the following two (2) intersections: At inter- change of Ill. 56 with Ill. 47; and Business Route US 30 with Ill. 47, all north of Sugar Grove.....		Traffic control signals modi- fied.....		27, 208.40 <sup>c</sup>
FA 201.....	(G&12)-1-I.....	State P...	Knox.....	On various routes at twelve (12) intersections.....		Traffic control signals modi- fied.....		34, 767.15 <sup>c</sup> 62, 871.19 <sup>c</sup>
SBI 21.....	5V-R.....	F..... State P...	Lake.....	Relocated US 34 (FA 29) between Freemont Street and US 150 interchange.....	1.27	Roadway grading.....	118	1, 469, 726.13 <sup>c</sup> 5, 528.00 <sup>c</sup> 147, 139.60 <sup>c</sup>
FA 99.....	104R-L.....	State P...	Lake.....	Between interchange with US 150 and Farnham Street.....	2.45	Dual PCC pavement..... Utility adjustments..... Dual hwy. gr. sep. structs.....	2@24	35, 798.47 <sup>c</sup> 10, 631.20 <sup>c</sup> 209, 533.74 <sup>c</sup> 705.66 <sup>c</sup>
FA 99.....	104R-LS.....	State P...	Lake.....	On Lincoln Park Road over relocated US 34.....	0.26	PCC pavement.....	Var.	26, 425.61 <sup>c</sup>
FA 60.....	106-2, 106-2HB.....	F..... State P... F.....	Lake.....	All west and north of Galesburg Ill. 120 (FA 201) at intersection with O'Plaine Road south of Gurnee.....	0.96	Highway lighting..... PCC pavement.....	24	41, 496.50 <sup>c</sup> 250.00 <sup>c</sup> 833, 538.50 <sup>c</sup> 6, 730.50 <sup>c</sup> 84, 270.43 <sup>c</sup>
				Ill. 21, 83 (SBI 21) at Soo Line RR at Lake Villa.....		Highway lighting.....		
				Non-Federal-aid portion of pavement.....		Roadside landscaping.....		
				(For balance of contract see Part B—Primary—SBI 21—Section 5VB-R—Lake County—District 1) On US 41 (FA 99) at intersection with Deerfield Road in Highland Park.....		Eng's. field office.....		
				At interchange of US 41 (FA 99) with Deerfield Road in Highland Park.....	1.40	PCC pavement.....	2@24	
				US 12 (FA 60) from Ill. 59 at Bayview Drive extend- ing northwesterly to Village of Fox Lake.....	1.20	Hwy. gr. sep. struct.....		
				Non-Federal-aid portion of pavement.....				
				On northbound lane of US 12 (FA 60) over south- bound lane of Ill. 59 near Fox Lake.....				

FA 99.....	125R-L.....	State P...	Lake.....	On US 41 (FA 99) at the intersections with Ill. 120 and Washington Street in Park City.....	.....	Highway lighting. Eng's. field office.....	.....	70, 236. 60 <sup>c</sup> 500. 00 <sup>c</sup>
SBI 22.....	(125S-1, 21)I-3.....	State P...	Lake.....	US 41 (SBI 22) between Ill. 176 in Lake Bluff and Deerpath Ave. in Lake Forest.....	1. 95	Median drainage ditch.....	.....	29, 361. 05 <sup>c</sup>
FA 177, SBI 21.....	Dist. 1 Traffic Signals '65-3.....	State P...	Lake.....	At 2 intersections: US 45 (FA 177) with Ill. 59A near Mundelein, and US 45 (SBI 21) with Deerfield Road near Deerfield.....	.....	Traffic control signals.....	.....	16, 578. 40 <sup>c</sup>
SBI 2.....	70-B-I-2.....	State P...	LaSalle.....	Along west side of bridge on US 51 BR over Illinois River about 0.75 mi. south of LaSalle.....	.....	Bridge sidewalk.....	.....	31, 897. 00 <sup>c</sup>
SBI 6.....	30-1.....	U.....	Lee.....	Galena Ave. (SBI 6) in Dixon.....	0. 19	PCC pavement.....	2@22	142, 432. 45 <sup>c</sup> 2, 284. 60 <sup>c</sup>
SBI 4, FA 161.....	Dist. 6 Intersection Lighting '65-1.....	State P...	Logan-Sangamon.....	Non-Federal-aid portion of contract At the following three (3) intersections: US 66 (SBI 4) with SBI 121; and US 66 (SBI 4) with SBI 120, both at Lincoln; US 54 (FA 161) with Camp Butler Road east of Springfield.....	.....	.....	.....	.....
SBI 2.....	50Z-2.....	U.....	Macon.....	On Franklin-Water Streets Connector (SBI 2) between North and Marietta Streets in Decatur.....	.....	Highway lighting.....	.....	34, 813. 99 <sup>c</sup>
		State P...	.....	Non-Federal-aid portion of pavement.....	0. 29	PCC pavement.....	36, Var.	116, 052. 90 <sup>c</sup> 165. 00 <sup>c</sup>
		U.....	.....	.....	.....	Traffic control signals Removal of 11 buildings.....	.....	4, 901. 93 <sup>c</sup> 3, 250. 00 <sup>c</sup>
SBI 2.....	50Z-3, 50BR.....	U.....	Macon.....	(For balance of contract see Part B—Primary—SBI 2—Section 50Z-2—District 5) North Water Street and North Main Street (US 51, SBI 2) between Kenwood Ave. and Emerson Drive Non-Federal-aid portion of pavement.....	1. 26	PCC pavement.....	2@24, 60	361, 701. 30 <sup>c</sup> 17, 690. 00 <sup>c</sup> 11, 653. 90 <sup>c</sup> 6, 908. 00 <sup>c</sup> 8, 615. 80 <sup>c</sup> 5, 681. 50 <sup>c</sup>
		State P...	.....	Non-Federal-aid portion of traffic signals.....	.....	Traffic control signals.....	.....	.....
		State P...	.....	.....	.....	Utility adjustments Removal of 16 buildings.....	.....	.....
		U.....	.....	On Water Street over Spring Creek and on Main Street over Spring Creek.....	.....	2 bridges.....	.....	185, 855. 40 <sup>c</sup>
		.....	.....	All in Decatur (For balance of contract see Part B—Primary—SBI 2—Sections 50Z-3, 50BR—Macon County—Dist. 5) At intersection of US 66 (FA 5) with New Douglas Road east of Livingston.....	.....	Highway lighting.....	.....	10, 324. 74 <sup>c</sup>
FA 5.....	26-2HL.....	State P...	Madison.....	US 40 (FA 12) from south approaches to FAI 70 interchange extending southwesterly.....	0. 30	PCC pavement.....	22	139, 660. 67 <sup>c</sup>
FA 12.....	33-2.....	F.....	Madison.....	(For balance of contract see Part A—Interstate—FAI 70—Sections 60-13, 60-14, 60-14B—Madison County) Main Street (US 51-SBI 2) between Raab Road and Locust Street in Normal.....	.....	.....	.....	.....
SBI 2.....	62R-1.....	F.....	McLean.....	On Ill. 16 (SBI 16) over West Fork of Shoal Creek about 2 mi. east of Litchfield.....	1. 29	PCC pavement.....	2@24	768, 945. 13 <sup>c</sup>
SBI 16.....	21BR.....	F.....	Montgomery.....	Non-Federal-aid portion of bridge.....	0. 23	Bridge PCC pavement.....	24	195, 511. 20 <sup>c</sup> 78, 692. 58 <sup>c</sup> 3, 000. 00 <sup>c</sup>
		State P...	.....	.....	.....	.....	.....	.....



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SBI 16.....	21BR-1.....	F..... State P..... F.....	Montgomery.....	Ill. 16 (SBI 16) about 1.25 mi. south of Butler Non-Federal-aid portion of pavement.....	0.01 0.01	PCC pavement..... PCC base course with bit. conc. surf.....	24 24	28, 093.60 <sup>c</sup> 585.00 <sup>c</sup>
SBI 16.....	(21)W, RS.....	F..... State P.....	Montgomery.....	Ill. 16 (SBI 16) northwest of Hillsboro. Non-Federal-aid portion of pavement..... (For balance of contract see Part B—Primary—SBI 16—Section (21)W, RS—District 8) On Ill. 32 (SBI 32) over Kaskaskia River about 3.5 mi. south of Sullivan.....	1.17	PCC pavement.....	24	3, 591.43 <sup>c</sup> 396, 148.35 <sup>c</sup> 1, 177.00 <sup>c</sup>
SBI 32.....	2BR.....	State P.....	Moultrie.....	Ill. 29 (SBI 29) at entrance to Detweiler Park north of Peoria Heights. Along US 150 (FA 31) near northwest limit of Peoria.. On Ill. 88 (SBI 88) over AT&SF Ry in Edelstein.. Non-Federal-aid portion of contract..... US 51 (SBI 2) from Ill. 154 northerly.....	1.09	Bridge..... PCC paved approaches..... Eng's. field office.....	22	353, 736.37 <sup>c</sup> 597, 764.95 <sup>c</sup> 3, 790.00 <sup>c</sup>
SBI 29.....	11-I-1.....	State P.....	Peoria.....	Ill. 29 (SBI 29) at entrance to Detweiler Park north of Peoria Heights. Along US 150 (FA 31) near northwest limit of Peoria.. On Ill. 88 (SBI 88) over AT&SF Ry in Edelstein.. Non-Federal-aid portion of contract..... US 51 (SBI 2) from Ill. 154 northerly.....	0.20 1.48	PCC pavement..... Roadside landscaping RR gr. sep. struct.....	Var.	18, 386.05 <sup>c</sup> 13, 386.00 <sup>c</sup> 76, 615.25 <sup>c</sup> 840.00 <sup>c</sup>
FA 31..... SBI 88.....	(117-2, 117-3)LS..... 125-VBR.....	State P..... FC.....	Peoria.....	Ill. 29 (SBI 29) at entrance to Detweiler Park north of Peoria Heights. Along US 150 (FA 31) near northwest limit of Peoria.. On Ill. 88 (SBI 88) over AT&SF Ry in Edelstein.. Non-Federal-aid portion of contract..... US 51 (SBI 2) from Ill. 154 northerly.....	1.37	PCC pavement..... Eng's. field office.....	24	215, 828.43 <sup>c</sup> 2, 500.00 <sup>c</sup>
SBI 2.....	(5, 6)(W-1, RS-1).....	F.....	Perry.....	Ill. 29 (SBI 29) at entrance to Detweiler Park north of Peoria Heights. Along US 150 (FA 31) near northwest limit of Peoria.. On Ill. 88 (SBI 88) over AT&SF Ry in Edelstein.. Non-Federal-aid portion of contract..... US 51 (SBI 2) from Ill. 154 northerly.....	1.37	PCC pavement..... Eng's. field office.....	24	215, 828.43 <sup>c</sup> 2, 500.00 <sup>c</sup>
SBI 106.....	101B-1.....	F.....	Pike.....	On US 36 (SBI 106) over Sny River west of Hull.....		Bridge..... RC double box culv.....		86, 652.00 <sup>c</sup> 40, 513.40 <sup>c</sup>
FA 13..... FA 199.....	6-2-I..... 1A.....	State P..... U.....	Richland..... Rock Island.....	(For balance of contract see Part B—Primary—SBI 106—Section 101(X, RS-1)—Pike County—Dist. 6) US 50 (FA 13) at east limit of Olney..... Southwest Expressway (FA 199) from near intersec- tion of 14th Ave. with 6th Street southerly to Rock River in Rock Island.....	0.13	PCC pavement.....	12	19, 979.00 <sup>c</sup>
FA 199.....	1-DM-2.....	State P..... State P.....	Rock Island.....	Non-Federal-aid portion of contract..... Right-of-way of Southwest Expressway (FA 199) in Rock Island.....	1.98	Roadway grading.....	112	1, 101, 476.79 <sup>c</sup> 15, 617.40 <sup>c</sup>
SBI 3.....	18Z-2.....	State P.....	Rock Island.....	Ill. 2 (SBI 3) at Moline..... On 16th Street in Moline..... Frontage Road "A".....	0.83 0.23 0.38	Removal of 45 buildings..... PCC pavement..... PCC pavement..... PCC pavement.....	2@24 2@14 24	14, 300.00 <sup>c</sup> 543, 499.26 <sup>c</sup> 85, 126.39 <sup>c</sup> 124, 415.49 <sup>c</sup>
FA 138, SBI 80.....	(33, 40)-1LS, 116LS.....	State P.....	Rock Island.....	Along US 6 and 150 (FA 138 and SBI 80) from north of Quad City Airport east of Milan to Coal Creek west of Coal Valley.....	2.58	Roadside landscaping..... Eng's. field office.....		14, 805.50 <sup>c</sup> 375.00 <sup>c</sup>
FA 196.....	2-1, 2HB-1.....	U..... UG..... U.....	Sangamon.....	South Bypass US 66 (FA 196) south of Springfield.. On South Second Street over South Bypass south of Springfield.....	1.89	Cont. reinf. PCC pavt.....	2@24	815, 223.77 <sup>c</sup> 475, 739.92 <sup>c</sup>
						Hwy. gr. sep. struct.....		92, 713.50 <sup>c</sup>

FA 196.....	2-VB.....	UG.....	Sangamon.....	On South Bypass (FA 196) over IT RR & GM&O RR south of Springfield.	.....	Dual RR gr. sep. structs.....	.....	267, 995.40 <sup>c</sup>
SBI 3.....	42(W, R, BR).....	State P F.....	Schuyler.....	Non-Federal-aid portion of contract US 67 (SBI 3) northeast of Littleton (For balance of contract see Part B—Primary—SBI 3—Section 42(W, R, BR)—Dist. 4)	1.11	PCC pavement.....	24	319, 967.36 <sup>c</sup>
FA 4.....	87TS.....	State P.....	Schuyler.....	At intersection of US 67 (FA 4) with US 24 about 1 mi. southwest of Rushville.	.....	Traffic control signals modified.....	.....	1, 320.00 <sup>c</sup>
SBI 157, 12.....	119-1A, 33-1A.....	F.....	St. Clair.....	Ill. 157 (SBI 157) between Bunkum and East St. Louis.	1.66	Roadway grading.....	86	545, 000.96 <sup>c</sup>
FA 4.....	Dist. 8 Historical Marker '65-1.....	U.....	.....	Frontage Road north side US 50 (SBI 12) in East St. Louis.	0.19	Metal pipe arch.....	30	28, 949.40 <sup>c</sup>
FA 10.....	13.....	State P.....	St. Clair.....	At Historical Marker Site on Ill. 3 (FA 4) about 1 mi. south of intersection with Ill. 157 near Cahokia.	0.10	Roadway grading.....	20	79, 618.55 <sup>c</sup>
FA 10.....	13HB.....	U.....	Tazewell.....	From 51 feet southeast of south abutment of Cedar Street Bridge southeasterly.	0.61	Bit. surf. turnout.....	20	5, 952.25 <sup>c</sup>
FA 10.....	(101, 102)-1.....	U.....	Tazewell.....	On US 24 (FA 10) over Roosevelt Street in East Peoria.	0.50	Dual PCC pavement.....	2@24	951, 988.03 <sup>c</sup>
SBI 116.....	102B-2.....	F.....	Tazewell.....	Ill. 87, 116 (SBI 116) from East Peoria to about 2 mi. north of FA 172 interchange.	0.22	Highway lighting.....	24	2, 036.73 <sup>c</sup>
SBI 164.....	120-B-I.....	U.....	.....	Non-Federal-aid portion of 24' pavement (For balance of contract see Part B—Primary—SBI Route 116—Section (101, 102)-1—Tazewell County—Dist. 4)	0.16	Hvy. gr. sep. struct.....	.....	312, 332.90 <sup>c</sup>
Various.....	Dist. 1 Traffic Signals '65-6.....	F.....	Tazewell.....	On Ill. 116 (SBI 116) over Spring Creek about 5.5 mi. northeast of East Peoria.	1.12	Utility adjustments.....	.....	8, 252.95 <sup>c</sup>
Various.....	Dist. 4 Landscaping '65-1.....	U.....	.....	On Ill. 9 (SBI 164) near Tazewell-McLean County line.	1.75	Dual PCC pavement.....	2@24	123, 889.11 <sup>c</sup>
Various.....	Dist. 7 Landscaping '65-1.....	State P.....	Various.....	At nine (9) intersections on various routes in DuPage, Kane, Lake, and Will Counties.	.....	Dual PCC pavement.....	2@24	369, 971.23 <sup>c</sup>
Various.....	Statewide Thermo-plastic Pavement Marking '65-1.....	State P.....	Various.....	Along various routes at thirteen (13) locations throughout District 4.	1.40	PCC pavement.....	24	257, 306.49 <sup>c</sup>
SBI 1.....	47HB.....	F.....	Vermilion.....	Along various routes at eleven (11) locations throughout District 7.	1.50	PCC pavement.....	24	422, 418.29 <sup>c</sup>
				On various routes throughout all Districts, except Districts 3 and 6 (includes marking on interstate 14th Street in vicinity of Ill. 1 (SBI 1)).	93.03	Hvy. gr. sep. struct.....	.....	123, 889.11 <sup>c</sup>
				On Ill. 1 (SBI 1) over 14th Street.	0.69	Eng's. field office.....	.....	369, 971.23 <sup>c</sup>
				(For balance of contract see Part B—Primary—SBI 1—Section 47K—District 5—Vermilion County)	0.60	Highway lighting.....	.....	257, 306.49 <sup>c</sup>
					1.30	Removal of 23 buildings.....	.....	422, 418.29 <sup>c</sup>
						Storm sewers.....	.....	394.52 <sup>c</sup>



TABLE 22.—Continued.  
PART A.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FA 8, 61 . . . . .	10, 10(HB, HB-1, HB-2) . . . . .	U . . . . .	Will . . . . .	FA 8 and 61 at Hickory Center Interchange in Joliet. On Ramp BA over FAI 80, on Ramp BA over Ramp DB, and Ramp BA over McDonough St. . . . .	0.32	PCC pavement. . . . .	2@24	97,276.95 <sup>c</sup>
						3-hwy. gr. sep. structs. Utility adjustments. . . . .		416,030.66 <sup>c</sup> 1,973.50 <sup>c</sup>
	I-D-2, I-D-2HB . . . . .	U . . . . .		On FA 61 . . . . . On Ramp CA over Ramp AB . . . . .	0.23	PCC pavement. . . . .	22	191,329.94 <sup>c</sup>
						Hwy. gr. sep. struct. Utility adjustments. . . . .		38,359.47 <sup>c</sup> 4,475.60 <sup>c</sup>
FA 61 . . . . .	29(W, RS-1) . . . . .	F . . . . .	Will . . . . .	(For balance of contract see Part A—Interstate—FAI 80—Sections 99-3, 99-3(HB, HB-1, HB-2, HB-3)— Will County) At intersection of Ill. 53 (FA 61) with Alt. US 66 about 1 mi. northeast of Romeoville . . . . . Non-Federal-aid portion of highway lighting . . . . .		Highway lighting. . . . .		9,849.80 <sup>c</sup>
						Eng's. field office. . . . .		120.00 <sup>c</sup> 1,500.00 <sup>c</sup>
FA 188 . . . . .	1-1DM . . . . .	U . . . . .	Winnebago . . . . .	(For balance of contract see Part B—Primary—FA 61 —Section 29(W, RS-1)—Will County—District 1) Right-of-way of US 51 (FA 188) between Casper and Ethel Avenues in Rockford . . . . . Non-Federal-aid portion of contract. . . . .		Removal of 9 buildings. . . . .		51,050.00 <sup>c</sup> 7,565.00 <sup>c</sup>
SBI 5 . . . . .	17R-3 . . . . .	State P . . . . . F . . . . .	Winnebago . . . . .	Non-Federal-aid portion of PCC pavement. . . . . On Ill. 2 (SBI 2) over Rock River near east limit of Rockton . . . . .	2.30 0.99	PCC pavement. . . . .	24	544,762.42 <sup>c</sup> 6,573.00 <sup>c</sup> 43,962.00 <sup>c</sup>
						Stabilized shldrs. . . . .		
SBI 2 . . . . .	77-1B . . . . .	State P . . . . . F . . . . .	Winnebago . . . . .	2 primary highway railroad grade crossings. . . . . 8 primary highway railroad grade crossings. . . . . 7 primary highway railroad grade crossings. . . . .		Dual bridges. . . . .		599,200.00 <sup>c</sup> 21,720.00
						Automatic protection. . . . .		74,406.94
		FG State P . . . . .		6 primary highway railroad grade crossings. . . . .		Automatic protection. . . . .		
				6 primary highway railroad grade crossings. . . . .		Railroad grade-crossing con- struction. . . . .		107,728.00
						Miscellaneous improvements. . . . .		47,966.00
Total primary highway contracts awarded, Part A . . . . .								\$26,504,037.17

PRIMARY HIGHWAY CONTRACTS AWARDED BY COOK COUNTY (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route¹	Section	Class²	County	Location	Length in Miles	Type of Work³	Width in Feet	Contract Price
FA 122.....	067-2122MFT.....	F.....	Cook.....	South Lake Shore Drive (relocated Cornell Drive) from 59th Street to 67th Street in Chicago.....	1.13	PCC base course with bit. conc. surf.....	2@48	\$1, 818, 181.81 <sup>c</sup>
FA 122.....	067-2223MFT.....	F.....	Cook.....	On relocated South Lake Shore Drive from East 47th Street to East 53rd Street in Chicago.....	0.71	PCC base course with bit. conc. surf..... Pedestrian overpass.....	2@48	1, 490, 896.25 <sup>c</sup> 130, 699.25 <sup>c</sup>

Total primary highway contracts awarded by Cook County, Part A..... \$3, 439, 777.31

PRIMARY HIGHWAY CONTRACTS AWARDED BY CITY OF CHICAGO (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route¹	Section	Class²	County	Location	Length in Miles	Type of Work³	Width in Feet	Contract Price
FA 99.....	50-4X-1.....	U.....	Cook.....	Bascule Bridge on Cicero Ave. (FA 99) over Sanitary and Ship Canal.....	0.18	PCC pavement approach widening with bit. conc. surf.....	Var.	\$93, 504.00 <sup>c</sup>
FA 22.....	145-1516.1-MFT; 145-1717.1-MFT.....	U.....	Cook.....	North Lake Shore Drive (FA 22) between Goethe Street and Fullerton Parkway..... Near North Blvd.....	1.07 0.44	Bit. conc. resurfacing..... PCC pavement..... Pedestrian underpass extension.....	Var. Var.	2, 199, 088.68 <sup>c</sup> 746, 454.19 <sup>c</sup> 50, 882.38 <sup>c</sup>

Total primary highway contracts awarded by City of Chicago, Part A..... \$3, 089, 929.25

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)

Route¹	Section	Class²	County	Location	Length in Miles	Type of Work³	Width in Feet	Contract Price
FH 13.....	39Q.....	FH-S....	Alexander.....	On FH 13 from 0.25 mi. north and 4 mi. west of Tamms southwesterly.....	0.77	Gravel or cr. stone base with bit. surf. treat..... Eng's field office and lab.....	28, 20	\$78, 336.85 <sup>c</sup> 200.00 <sup>c</sup>
FAS 519.....	4.....	US.....	Champaign.....	Mattis Ave. (FAS 519) between Kirby and Springfield Avenues in Champaign..... Non-Federal-aid portion of pavement..... (For balance of contract see Champaign County—Section 4—FAS Route 519 listed in Local Roads and Streets Report)	0.35	PCC pavement..... Eng's field office..... Misc. improvements.....	2@24, Var.	114, 184.87 <sup>c</sup> 39, 755.55 <sup>c</sup> 500.00 <sup>c</sup> 800.00 <sup>c</sup>





PART B.—REHABILITATION OF EXISTING RIGID-TYPE PAVEMENTS SUCH AS PATCHING, WIDENING, BITUMINOUS CONCRETE SURFACING,  
AND RELATED BRIDGE AND STRUCTURE WORK.

FEDERAL-AID INTERSTATE HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
3.....	FAI 57.....	46, 38-1, 38-1B.....	Int.....	Iroquois-Kankakee	Southbound lane, US 45-54 (FAI 57) in and south of Chebanse..... (For balance of contract see Part A — Interstate — FAI 57 — Sections 46, 38-1, 38-1B — Iroquois, Kankakee Counties) On reconstructed Frontage Road “R” in southwest quadrant of FAI 70 in- terchange with Fayette Ave. about 0.5 mi. west of Effingham..... Existing highway grade separation structure on Edens Expressway (FAI 94) over Simpson Street in Skokie..... Between Simpson Street and C&NW RR Bridges in Skokie..... Eisenhower Expressway (FAI 90) and Lake Street Extension between Wells Street and York Road.....	4.30			24	c1822		\$160,728.92 <sup>c</sup> 11,597.80 <sup>c</sup>
7.....	FAI 70.....	25-3AC-I.....	State I.	Effingham		0.34			22			29,605.50 <sup>c</sup>
10.....	FAI 94.....	X102-1965-1DS&DR..	State I.	Cook.....							1	39,381.00 <sup>c</sup>
10.....	FAI 90.....	X103-1965-1BR-PP...	State I.	Cook-DuPage.....		0.30			20			49,988.35 <sup>c</sup>
										c14,105		349,599.18 <sup>m</sup>
					Federal-aid interstate highways— Continuous bituminous concrete surfacing..... Concrete pavement patching..... Bridges rehabilitated.....	4.94				4,927	1	\$240,322.77 361,196.98 39,381.00
					Totals for Federal-aid interstate highway contracts, Part B.....	4.94				4,927	1	\$640,900.75

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1.....	Various.....	4 <sup>a</sup> .....	State P.	Cook-DuPage.....	On various routes at seven (7) locations	2.78			Var.	b592		\$69,129.00 <sup>m</sup> 12,107.00 <sup>m</sup>



TABLE 22.—Continued.  
PART B.—Continued.

District	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1.....	FA 24.....	26BY, 26I.....	F.....	DeKalb.....	Bridges on Ill. 23 (FA 24): one over Kishwaukee River at north limits of Sycamore and other over stream about 1 mi. north of Sycamore.....	0.05			24 24		<sup>w</sup> 2 EFO	68,352.20 <sup>c</sup> 930.00 <sup>c</sup> 16,073.40 <sup>c</sup> 2,000.00 <sup>c</sup>
1.....	FA 24.....	26VBR.....	FG.....	DeKalb.....	Railroad grade separation structure on Ill. 23 (FA 24) over IC RR about 0.25 mi. south of Genoa.....			<sup>c</sup> 10.05			<sup>r</sup> 1 EFO	110,398.85 <sup>c</sup> 1,500.00 <sup>c</sup>
1.....	Various.....	<sup>2</sup> <sup>h</sup> .....	State P.	DeKalb-Kane-McHenry.....	On various routes in DeKalb, Kane, and McHenry Counties.....	<sup>1</sup> 5.28			18, 24	<sup>b</sup> 1,542		96,350.82 <sup>m</sup> 30,408.00 <sup>m</sup>
1.....	SBI 5.....	(5Y-4WY&4Y)RS-2.....	State P.	DuPage.....	On 4.21 mi. of US 20 (SBI 5) from Lombard Road in Addison to Walnut Street in Elmhurst.....	<sup>1</sup> 3.16			40	<sup>c</sup> 2,183		179,066.87 <sup>c</sup> 38,717.00 <sup>c</sup>
1.....	SBI 71.....	(27, 30)I.....	State P.	Kane.....	On US 30 (SBI 71) at various locations between Big Rock and Sugar Grove.						<sup>e</sup> 7	13,174.20 <sup>c</sup> 89,434.17 <sup>m</sup>
1.....	Various.....	<sup>1</sup> <sup>h</sup> .....	State P.	Lake.....	On various routes in Lake County.....	<sup>1</sup> 4.29			18, 46	<sup>b</sup> 264		4,342.20 <sup>m</sup>
1.....	SBI 21.....	1(W, RS), 2(W, RS)-1.....	F.....	Lake.....	Ill. 21 (SBI 21) between Lincolnshire and Libertyville.....	4.70		<sup>c</sup> 4.70	2@24 2@24			237,884.50 <sup>c</sup> 875,996.31 <sup>c</sup> 12,436.90 <sup>c</sup> 6,194.00 <sup>c</sup> 4,700.00 <sup>c</sup>
1.....	SBI 42A Ext.....	K-I.....	State P.	Lake.....	Non-Federal-aid portion of base course.....					<sup>b</sup> 326	EFO	
1.....	SBI 60.....	(SY-1, SY-2, SY-3)RS	State P.	Lake.....	Green Bay Road South (SBI 42A Ext.) in Lake Bluff.....	0.02			22			15,291.55 <sup>c</sup>
1.....	SBI 21.....	5VB-R.....	FG.....	Lake.....	US 12 (SBI 60) from Lake Zurich to Lake-Cook County line.....	5.35			2@22	<sup>c</sup> 1852		338,416.55 <sup>c</sup> 14,988.00 <sup>c</sup>
1.....					Railroad grade separation structure on Ill. 21 (SBI 21) over Soo Line RR at Lake Villa.....						<sup>r</sup> 1	213,453.52 <sup>c</sup>
1.....	SBI 22.....	21HB-I-2.....	State P.	Lake.....	(For balance of contract see Part A — Primary — SBI 21 — Section 5V-R — Lake County) Existing grade separation structure on US 41 (SBI 22) over Deerpath Ave. in Lake Forest.....						<sup>r</sup> 1	36,684.16 <sup>c</sup> 11,550.00 <sup>c</sup>

1.....	FA 103.....	119, 120(W, RS); (119B-I, 120SB-1-I, 120S-1)RS.....	F.....	Lake.....	Ill. 59A (FA 103) in and west of Lake Forest.....	3.50	b2.44	.....	24 2@2 24	.....	.....	121, 771.65 <sup>c</sup> 25, 884.00 <sup>c</sup> 8, 697.97 <sup>c</sup> 6, 639.40 <sup>c</sup> 7, 126.00 <sup>c</sup>
1.....	Various.....	3 <sup>h</sup> .....	State P. F.....	.....	Non-Federal-aid portion of base course	.....	.....	.....	.....	.....	.....	93, 291.89 <sup>m</sup> 20, 036.30 <sup>m</sup>
1.....	SBI 22.....	12R-3-I.....	State P. F.....	Various.....	On various routes in DeKalb, Kane, Ogle, and LaSalle Counties.....	4.81	.....	.....	Var.	.....	b592	16, 682.65 <sup>c</sup> 1, 221.00 <sup>c</sup>
1.....	FA 61.....	29(W, RS-1).....	State P. F.....	Will.....	US 30 (SBI 22) at northwest edge of Frankfort.....	0.14	.....	.....	22	.....	b45	166, 431.90 <sup>c</sup>
1.....	SBI 59.....	114BY.....	State P. F.....	Will.....	At intersection of Ill. 53 (FA 61) with Alt. US 66 about 1 mi. northeast of Romeoville.....	1.25	.....	.....	24, Var.	.....	.....	3, 917.95 <sup>c</sup> 106, 667.90 <sup>c</sup>
1.....	SBI 69.....	128(W, RS)-2, 135CS.....	State P. F.....	Will.....	Non-Federal-aid portion of bitumi- nous surfacing.....	.....	.....	.....	24	.....	.....	75, 342.85 <sup>c</sup> 7, 321.44 <sup>c</sup> 28, 665.40 <sup>c</sup>
1.....	Various.....	5 <sup>h</sup> .....	State P. F.....	Will.....	(For balance of contract see Part A — Primary — FA 61 — Section 29(W, RS-1) — Will County) Bridge on Ill. 59 (SBI 59) over DuPage River about 1.5 mi. south of Plain- field.....	0.23	c10.21	.....	2@2	.....	.....	68.75 <sup>c</sup> 600.00 <sup>c</sup> 2, 804.00 <sup>c</sup> 62, 693.30 <sup>c</sup> 235, 939.42 <sup>c</sup> 837.50 <sup>c</sup> 2, 724.00 <sup>c</sup> 128, 003.70 <sup>c</sup> 452, 515.71 <sup>c</sup> 39, 339.42 <sup>c</sup> 7, 027.50 <sup>c</sup> 4, 600.00 <sup>c</sup> 65, 010.55 <sup>m</sup> 9, 766.00 <sup>m</sup>
2.....	SBI 88.....	(104, 104X)RS-1.....	State P. F.....	Will.....	Non-Federal-aid portion of pavement widening.....	1.07	.....	.....	2@24 2@14	.....	c143	EFO
2.....	Various.....	2 <sup>h</sup> .....	State P. F.....	Will.....	US 52 (SBI 69) in and west of Joliet.....	.....	.....	c11.07	2@24 2@14	.....	b208	31, 273.60 <sup>c</sup> 1, 665.00 <sup>c</sup>
2.....	SBI 6, 80.....	(20, 106, 107, 109)R.....	State P. F.....	Will.....	Non-Federal-aid portion of base course	2.04	.....	c12.04	2@24 2@14	.....	.....	83, 198.50 <sup>m</sup>
2.....	SBI 78, 82.....	4 <sup>h</sup> .....	State P. F.....	Will.....	Non-Federal-aid portion of base course	.....	.....	.....	Var.	.....	b538	136, 290.35 <sup>c</sup>
2.....	SBI 6.....	30SB-R.....	State P. F.....	Will-Kendall-Cook..	On various routes.....	2.99	.....	.....	18	.....	b432	60, 149.10 <sup>m</sup> 107, 543.46 <sup>c</sup>
2.....	SBI 88.....	(104, 104X)RS-1.....	State P. F.....	Bureau.....	Ill. 88 (SBI 88) west and south of Man- lius.....	0.98	.....	.....	Var.	.....	b432	.....
2.....	Various.....	2 <sup>h</sup> .....	State P. F.....	Bureau-Henry- Whiteside.....	On various routes.....	.....	.....	.....	18	.....	b90	.....
2.....	SBI 6, 80.....	(20, 106, 107, 109)R.....	ER-P.....	Carroll-Whiteside.....	On various routes in Bureau, Henry, and Whiteside Counties.....	4.90	.....	.....	Var.	.....	.....	.....
2.....	SBI 78, 82.....	4 <sup>h</sup> .....	State P. F.....	Henry-Whiteside.....	On Alt. US 30 (SBI 6) about 1 mi. east of Fulton and on Ill. 84 (SBI 80) from south of Fulton to Savanna.....	.....	.....	.....	.....	.....	c16, 481	.....
2.....	SBI 6.....	30SB-R.....	UG.....	Lee.....	Ill. 78 (SBI 78) between Annawan and Kewanee and Ill. 172 (SBI 82) from Prophetstown easterly.....	3.44	.....	.....	Var.	.....	.....	.....
2.....	SBI 6.....	30SB-R.....	UG.....	Lee.....	On IC RR over Everett Street (Alt. US 30, SBI 6) in Dixon.....	.....	.....	.....	.....	.....	.....	.....



TABLE 22.—Continued.  
PART B.—Continued.

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
2.....	SBI 89.....	(102, 114)RS-2.....	State P.	Lee-Bureau.....	Ill. 26 (SBI 89) from Ohio northerly to Green River Bridge.....	7.68			18, 22	b115		119,334.35 <sup>c</sup> 2,275.00 <sup>c</sup>
2.....	SBI 72, 77..	3 <sup>h</sup> .....	State P.	Ogle.....	Ill. 72 (SBI 72) from west of Leaf River to west of Byron and on Ill. 64 (SBI 77) from Oregon easterly.....	3.79			20			60,602.20 <sup>m</sup>
2.....	SBI 72.....	(119, 120)RS-1.....	State P.	Ogle.....	Ill. 72 (SBI 72) between Byron and US 51.....	9.70			18	b115		136,994.51 <sup>c</sup> 1,725.00 <sup>c</sup>
2.....	SBI 84.....	5 <sup>h</sup> .....	State P.	Rock Island.....	Ill. 192 (SBI 84) between Illinois City and Coyne Center.....	5.00			20			78,051.31 <sup>m</sup>
2.....	Various.....	1 <sup>h</sup> .....	State P.	Stephenson- Winnebago.....	On various routes in Stephenson and Winnebago Counties.....							
3.....	SBI 4.....	6VB-R.....	State P.	Grundy.....	Railroad grade separation structure on Alt. US 66 (SBI 4) over GM&O RR at southeast limit of Gardner.....	8.20			18, 24			139,299.90 <sup>m</sup>
3.....	FA 5.....	(6, 7, 8, 9)RS & (10, 11, 12, 13)RS.....	State P.	Grundy-Livingston- McLean.....	US 66 (southbound lane) (FA 5) from south of Gardner to Chenoa.....	37.21			24		r1	49,316.18 <sup>c</sup>
3.....	SBI 1.....	(1X & 2)RS.....	State P.	Iroquois.....	On 5.72 mi. of Ill. 1 (SBI 1) from about 0.6 mi. north of Milford southerly...	3.00			22			756,953.93 <sup>c</sup> 63,043.28 <sup>m</sup>
3.....	SBI 7, FA 97.....	E-RS-1, (4, 5)RS.....	State P.	LaSalle.....	On 13.04 mi. of Ill. 71 (SBI 7-FA 97) from Ottawa northeasterly.....	7.51			22			116,931.76 <sup>c</sup> 73,205.20 <sup>c</sup> 200.00 <sup>c</sup>
3.....	SBI 7.....	H-RS-1.....	State P.	LaSalle.....	US 6 (SBI 7) from Marseilles easterly.	3.91			18, 20		EFO	
3.....	FA 24.....	5, 5Z, 99(R, W, RS), 5B-1, 5BR.....	F.....	LaSalle.....	All on Bloomington and Park Streets in Streator.....	0.68			2@23, Var. 2@24, Var.			30,672.45 <sup>c</sup> 164,058.88 <sup>c</sup>
			State P.		Non-Federal-aid portion of base wid- ening.....	0.66	c10.68		2@24 2@24			9,356.80 <sup>c</sup> 13,778.25 <sup>c</sup> 232,128.42 <sup>c</sup> 10,299.15 <sup>c</sup> 70,800.80 <sup>c</sup> 455,004.13 <sup>c</sup> 13,528.75 <sup>c</sup> 357.20 <sup>c</sup> 19,924.80 <sup>c</sup> 117,487.40 <sup>c</sup>
			State P. F.....		Non-Federal-aid portion of base course	1.20		c1.20	36 36			
			State P. F.....		Non-Federal-aid portion of base course	0.24	c10.24		1@2 1@6		r2	

3.....	SBI 17.....	(6, 7)RS.....	State P.	LaSalle.....	Ill. 18 (SBI 17) from about 5 mi. west of Streator easterly.....	\$3.13	.....	.....	18	.....	.....	EFO	52,009.15 <sup>m</sup> 250.00 <sup>m</sup>
3.....	SBI 18.....	(19, 20, 20X)RS-1.....	State P.	LaSalle.....	On 7.50 mi. of US 34 (SBI 18) from Mendota easterly.....	\$3.03	.....	.....	18	.....	.....	.....	46,899.75 <sup>m</sup>
3.....	SBI 70A.....	(110, 111)RS-1.....	State P.	LaSalle-Livingston.....	Ill. 170 (SBI 70A) from Budd northerly to Seneca.....	9.23	.....	.....	18	.....	.....	.....	130,969.00 <sup>c</sup>
3.....	SBI 17.....	15RS-1.....	State P.	Livingston.....	Ill. 17 (SBI 17) from Ill. 47 near Dwight easterly.....	2.14	.....	.....	18	.....	.....	.....	23,029.20 <sup>c</sup>
3.....	SBI 118A.....	108RS.....	State P.	Livingston.....	Ill. 17 (SBI 118A) from intersection with Ill. 23, 3 mi. south of Streator easterly.....	\$4.07	.....	.....	20	.....	.....	.....	75,526.80 <sup>c</sup>
3.....	SBI 39, 119.....	(4, 103)RS, RS-1.....	State P.	McLean.....	On 6.09 mi. of US 136 (SBI 119) from US 150 easterly.....	\$3.36	.....	.....	18, 21	.....	.....	.....	27,604.55 <sup>m</sup>
3.....	SBI 2.....	(65, 65X, 66, 66Y-1, 8CS)RS.....	State P.	Woodford.....	US 150 (SBI 39) from US 136 southerly. US 51 (SBI 2) in and south of Minonk.....	\$2.30	.....	.....	21	.....	.....	.....	18,895.95 <sup>m</sup>
4.....	SBI 88.....	2 <sup>h</sup> .....	State P.	Bureau-Stark.....	Ill. 88 (SBI 88) from US 6 and 34 north of Buda southerly to Bradford.....	1.97	.....	.....	18, Var.	.....	<sup>b</sup> 84	.....	61,412.50 <sup>c</sup> 1,637.00 <sup>c</sup>
4.....	SBI 31.....	18B-I-1.....	State P.	Fulton.....	Bridge on Ill. 100 (SBI 31) over Spoon River near Duncans Mills.....	4.41	.....	.....	18	.....	<sup>c</sup> 612 <sup>b</sup> 632	.....	52,066.77 <sup>m</sup> 12,357.00 <sup>m</sup> 12,707.50 <sup>m</sup>
4.....	SBI 98.....	1 <sup>h</sup> .....	State P.	Fulton-McDonough.....	On 21.11 mi. of US 136 (SBI 98) be- tween Adair and Duncans Mills.....	\$6.01	.....	.....	18	.....	.....	<sup>r</sup> 1	43,669.55 <sup>c</sup>
4.....	SBI 96.....	3 <sup>h</sup> .....	State P.	Hancock.....	On 11.71 mi. of Ill. 96 (SBI 96) between Nauvoo and Hamilton.....	\$2.83	.....	.....	18	.....	<sup>c</sup> 1, 373	.....	60,723.58 <sup>m</sup> 20,312.00 <sup>m</sup> 19,342.00 <sup>m</sup>
4.....	SBI 95A.....	(106, 107)RS.....	State P.	Hancock.....	Ill. 94 (SBI 95A) north of Carthage.....	12.18	.....	.....	18	.....	<sup>c</sup> 1, 174 <sup>b</sup> 1, 160	.....	47,423.20 <sup>m</sup> 27,851.00 <sup>m</sup> 148,991.00 <sup>c</sup>
4.....	SBI 83.....	131RS.....	State P.	Henry.....	Ill. 17 (SBI 83) from Woodhull easterly to US 34.....	8.83	.....	.....	18	.....	<sup>c</sup> 320 <sup>b</sup> 4, 364	.....	4,320.00 <sup>c</sup> 62,925.00 <sup>c</sup>
4.....	SBI 8.....	7 <sup>h</sup> .....	State P.	Knox-Peoria.....	On 10.33 mi. of Ill. 8 (SBI 8) between Elmwood and Maquon.....	\$3.26	.....	.....	18	.....	<sup>c</sup> 2, 113	.....	163,210.75 <sup>c</sup> 14,652.00 <sup>c</sup>
4.....	SBI 88.....	124W, 125W-1.....	F.....	Marshall-Peoria.....	Ill. 88 (SBI 88) from south of Camp- grove to Ill. 90 near Edelstein.....	2.08	<sup>b</sup> 4.91	.....	24 2@3 26	.....	.....	.....	39,331.58 <sup>m</sup> 28,361.00 <sup>m</sup>
4.....	SBI 3.....	38RS.....	F.....	McDonough.....	US 67 (SBI 3) between Good Hope and Macomb.....	3.30	.....	.....	24	.....	<sup>c</sup> 1482 <sup>b</sup> 911	<sup>c</sup> 1	27,542.75 <sup>c</sup> 257,227.85 <sup>c</sup> 243,089.41 <sup>c</sup> 25,535.20 <sup>c</sup> 5,784.00 <sup>c</sup> 15,991.00 <sup>c</sup>
4.....	SBI 3.....	38W.....	State P. F.....	McDonough.....	Non-Federal-aid portion of contract. US 67 (SBI 3) between Good Hope and Macomb.....	.....	<sup>c</sup> 2.05	.....	2@3 24	.....	.....	.....	94,062.15 <sup>c</sup> 14,966.64 <sup>c</sup>
			State P. F.....		Non-Federal-aid portion of concrete base.....	.....	.....	<sup>c</sup> 0.48	26	.....	.....	.....	229,843.63 <sup>c</sup> 161,771.98 <sup>c</sup>
			State P.			.....	.....	<sup>r</sup> 0.34		.....	<sup>c</sup> 544 <sup>c</sup> 120	.....	1,037.40 <sup>c</sup> 68,992.96 <sup>c</sup> 12,757.00 <sup>c</sup> 2,751.00 <sup>c</sup>



TABLE 22.—Continued.  
PART B.—Continued.

District	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
4.....	SBI 95.....	(122, 123, 126, 127, 127 Ext.)RS.....	State P.	McDonough-Fulton	Ill. 95 and 97 (SBI 95) between New Philadelphia and Cuba and between Cuba and Lewistown.....	22.81	.....	.....	18	.....	.....	361, 650.90 <sup>c</sup>
4.....	SBI 122.....	(128, 129)RS.....	State P.	McLean.....	Ill. 9 (SBI 122) between Ill. 122 and 1.5 mi. west of Bloomington.....	6.87	.....	.....	18	.....	.....	116, 526.90 <sup>c</sup>
4.....	SBI 83.....	129(W, RS).....	F.....	Mercer.....	Main Street (Ill. 17-SBI 83) in New Windsor.....	0.27	c10.27	.....	24 2@3	..... c170	.....	6, 440.00 <sup>c</sup> 46, 484.75 <sup>c</sup> 1, 622.00 <sup>c</sup>
4.....	SBI 91.....	5 <sup>h</sup> .....	State P.	Peoria.....	On 10.42 mi. of US 150 (SBI 91) from about 2 mi. northwest of Brimfield southeasterly to Kikapoo.....	c2.70	.....	.....	18, 20	..... c1, 163	.....	24, 161.38 <sup>m</sup> 15, 283.50 <sup>m</sup>
4.....	FA 30.....	8RS.....	State P.	Peoria.....	Ill. 29 (FA 30) (4th Street) from about 100 feet northeast of intersection with Cedar Street southwesterly in Chillicothe.....	0.93	.....	.....	40	..... b681 c195	.....	25, 957.37 <sup>c</sup> 8, 838.00 <sup>c</sup> 1, 092.50 <sup>c</sup>
4.....	SBI 175.....	104RS.....	State P.	Peoria.....	Main Street (SBI 175) between Lancaster and Saylor Streets in Glasford	0.26	..... c1.09	.....	49 2@3, 6	.....	.....	9, 175.55 <sup>c</sup> 158, 088.35 <sup>c</sup>
4.....	SBI 3.....	42(W, R, BR).....	F..... State P. F.....	Schuyler.....	US 67 (SBI 3) northeast of Littleton. Non-Federal-aid portion of base widening.....	.....	.....	c10.58	24	..... c1410	r1	388.00 <sup>c</sup> 57, 029.00 <sup>c</sup> 45, 926.60 <sup>c</sup> 9, 599.25 <sup>c</sup>
4.....	SBI 88A.....	101RS.....	State P.	Stark.....	(For balance of contract see Part A — Primary — SBI 3 — Section 42(W, R, BR) — Schuyler County)	6.48	.....	.....	18	..... b2, 730	.....	78, 117.57 <sup>c</sup> 37, 214.00 <sup>c</sup>
4.....	SBI 121.....	6 <sup>h</sup> .....	State P.	Tazewell.....	On 6.26 mi. of US 150 (SBI 121) from intersection with US 24 southeasterly to north of Morton.....	c3.14	.....	.....	20	..... c1562	.....	28, 170.84 <sup>m</sup> 7, 037.50 <sup>m</sup>

4. ....	SBI 116. ....	(101, 102)-1	F. ....	Tazewell. ....	Ill. 87, 116 (SBI 116) from East Peoria to about 2 mi. north of FA 172 interchange. ....	0.60	.....	.....	24	..... c1201	.....	16,693.93 <sup>c</sup> 4,462.80 <sup>c</sup> 43,952.05 <sup>c</sup> 3,553.20 <sup>c</sup>
			U. ....		Non-Federal-aid portion of bituminous concrete surfacing. .... (For balance of contract see Part A — Primary — SBI Route 116 — Section (101, 102)-1 — Tazewell County) Bridge on Ill. 164 over Cedar Creek Branch about 1.5 mi. east of Monmouth. ....	1.60	.....	.....	24	..... c1161	.....	3,891.89 <sup>c</sup>
4. ....	SBI 8. ....	2B-I. ....	State P.	Warren. ....	US 67 (SBI 3) from about 3 mi. south of Monmouth northerly. ....		.....	.....			r1	11,851.00 <sup>c</sup>
4. ....	SBI 3. ....	4 <sup>h</sup> . ....	State P.	Warren. ....		2.39	.....	.....	18	..... c1665	.....	39,112.70 <sup>m</sup> 14,630.00 <sup>m</sup>
5. ....	SBI 2. ....	48Z-2. ....	U. ....	Macon. ....	Franklin Street (SBI 2) between Cleveland Ave. and Macon Street in Decatur. ....	0.54	.....	c10.54	42,46 42,46	..... c1200	.....	107,354.09 <sup>c</sup> 150,083.51 <sup>c</sup> 2,900.00 <sup>c</sup>
5. ....	SBI 2. ....	50Z-2. ....	U. ....	Macon. ....	At Franklin-Water Streets Connector (SBI 2) between North and Marietta Streets in Decatur. ....	0.05	.....	.....	48, Var.	..... c1150	.....	17,034.27 <sup>c</sup> 2,574.00 <sup>c</sup>
5. ....	SBI 2. ....	50Z-3, 50BR. ....	U. ....	Macon. ....	(For balance of contract see Part A — Primary — SBI 2 — Section 50Z-2 — Macon County) North Water and North Main Streets (SBI 2) between Kenwood Ave. and Emerson Drive in Decatur. ....	0.86	.....	c10.86	48,60 48	..... c1290	.....	73,161.50 <sup>c</sup> 304,111.70 <sup>c</sup> 4,428.00 <sup>c</sup>
5. ....	SBI 48. ....	130(W, RS). ....	State P.	Macon. ....	(For balance of contract see Part A — Primary — SBI 2 — Sections 50Z-3, 50BR — Macon County) Fairview Ave. (Ill. 48-SBI 48) between Wabash RR and Marietta Street in Decatur. ....	0.25	.....	c10.25	2@24 2@24	.....	.....	20,892.50 <sup>c</sup> 133,034.25 <sup>c</sup>
5. ....	SBI 129. ....	105RS. ....	State P.	Shelby. ....	Ill. 32 (SBI 129) from about 2 mi. south-west of Windsor southerly to Stewardson. ....	9.68	.....	.....	18	..... b1,705	.....	198,027.50 <sup>c</sup> 28,330.00 <sup>c</sup>
5. ....	Various. ....	1 <sup>h</sup> . ....	State P.	Various. ....	On various routes in Champaign, DeWitt, Douglas, Logan, Piatt, Edgar, and Vermilion Counties. ....	1.94	.....	.....	Var.	..... c15,578	.....	43,981.08 <sup>m</sup> 92,017.75 <sup>m</sup>
5. ....	SBI 1. ....	47K. ....	F. ....	Vermilion. ....	Ill. 1 (SBI 1) from 14th Street to south of 16th Street. ....	0.31	.....	c10.29	2@24 2@Var.	.....	.....	20,889.00 <sup>c</sup> 401,781.26 <sup>c</sup> 4,222.90 <sup>c</sup> 3,225.00 <sup>c</sup>
			State P. F. ....		Non-Federal-aid portion of base course (For balance of contract see Part A — Primary — SBI 1 — Section 47HB — Vermilion County) ....		.....	.....		..... c1173	.....	





6.....	FA 169.....	15(W-1, RS-3).....	U.....	Sangamon.....	Linn Street, US 66 Bypass from inter-section with BR US 66 to Woodward Ave. in Springfield.....	0.81				2@24 2@13		79, 597.00 <sup>c</sup> 424, 343.72 <sup>c</sup> 7, 084.65 <sup>c</sup>
6.....	SBI 104.....	142RS-2.....	State P. State P.	Sangamon.....	Non-Federal-aid portion of base course Ill. 104 (SBI 104) from about 0.50 mi. east of Pawnee easterly to Sangamon-Christian County line.....	1.89				18	b583 c1133	30, 415.10 <sup>m</sup> 9, 911.00 <sup>m</sup> 2, 261.00 <sup>m</sup>
6.....	SBI 24.....	(IJ)RS-1.....	State P.	Tazewell.....	Ill. 29 (SBI 24) in and south of Green Valley.....	1.08				22	b328	21, 159.90 <sup>m</sup> 6, 106.00 <sup>m</sup>
7.....	SBI 49.....	(109, 110, 111, 112)RS..	State P.	Clark-Cumberland-Jasper.....	Ill. 49 (SBI 49) from south of Casey to south of Yale.....	14.02				18	b280	251, 543.00 <sup>m</sup> 6, 165.00 <sup>m</sup>
7.....	SBI 2.....	23BR-1, 23BR-2, 23BR-3, 23BY-4....	F.....	Fayette.....	On US 51 (SBI 2) between Vandalia and Shobonier.....							231, 819.88 <sup>c</sup> 104, 591.56 <sup>c</sup>
7.....	SBI 2.....	23, 24(W, RS), 24BR..	F.....	Fayette.....	US 51 (SBI 2) between Vandalia and Shobonier.....	4.79	b4.14			24 2@2		148, 055.10 <sup>c</sup> 390, 161.82 <sup>c</sup> 70.10 <sup>c</sup>
			State P. F.....		Non-Federal-aid portion of widening.					24		63, 355.00 <sup>c</sup> 52, 195.85 <sup>c</sup> 51, 250.00 <sup>c</sup>
7.....	SBI 1.....	(16, 17, 18)RS.....	F.....	Lawrence.....	Ill. 1 (SBI 1) from Lawrenceville to Lawrence-Crawford County line.....	7.23				24		172, 568.72 <sup>c</sup> 2, 690.00 <sup>c</sup>
7.....	Various.....	1 <sup>h</sup> .....	State P.	Various.....	On various routes in Christian, Clark, Coles, Crawford, Cumberland, Effingham, Fayette, Jasper, Marion, and Shelby Counties.....	9.48				Var.	b305	159, 030.17 <sup>m</sup> 6, 458.75 <sup>m</sup>
8.....	FA 12.....	36-2VB-I.....	State P.	Bond.....	Railroad grade separation structure on US 40 (FA 12) over Penn. RR about 2.5 mi. southwest of Greenville.....							25, 745.00 <sup>m</sup>
8.....	FA 12, SBI 11, 127A..	1 <sup>h</sup> .....	State P.	Bond-Madison.....	US 40 (FA 12) from Bypass US 40 northeasterly to about 3 mi. north-east of Highland; and Ill. 143 (SBI 11, 127A) from 1.5 mi. west of Pierron easterly to Ill. 127.....	4.65				18, 20	b934	91, 936.27 <sup>m</sup> 21, 511.00 <sup>m</sup>
8.....	FA 158.....	5RS-2, 6RS-1.....	F.....	Calhoun.....	Ill. 96 (FA 158) from Mississippi River easterly to Kampsville.....	7.27				22		311, 204.66 <sup>c</sup> 7, 592.38 <sup>c</sup>
8.....	SBI 12.....	24-B-I.....	State P. State P.	Clinton.....	Non-Federal-aid portion of contract Bridge on US 50 (SBI 12) about 1.5 mi. east of Breese.....							36, 466.90 <sup>c</sup>
8.....	FA 164.....	105(W, RS).....	F.....	Greene.....	US 67 (FA 164) from intersection with Ill. 108 to Greenfield.....	2.55	c12.33					70, 249.40 <sup>c</sup> 118, 455.66 <sup>c</sup> 57, 866.20 <sup>c</sup> 1, 102.00 <sup>c</sup> 659.80 <sup>c</sup>
			State P.		Non-Federal-aid portion of base course						c176	



TABLE 22.—Continued.  
PART B.—Continued.

District	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
8.....	SBI 3.....	56, 57(W, RS)...	F.....	Greene-Jersey.....	Ill. 267 (SBI 3) from about 4 mi. north of Greene-Jersey County line south-erly to Jerseyville.....	7.44	c17.44	.....	24 2@3	.....	.....	142,351.18 <sup>c</sup> 672,037.69 <sup>c</sup> 31,001.40 <sup>c</sup> 17,741.60 <sup>c</sup>
8.....	FA 4.....	259-B-I.....	State P.	Jersey.....	Bridge on Ill. 267 (FA 4) about 8 mi. south of Jerseyville.....	.....	.....	.....	.....	c11,798	c1	28,196.40 <sup>m</sup>
8.....	SBI 112.....	3 <sup>h</sup> .....	State P.	Macoupin-Madison.	Ill. 159 (SBI 112) from Bunker Hill to Prairietown Road.....	6.14	.....	.....	18	c16,361	.....	120,387.05 <sup>c</sup> 130,777.00 <sup>c</sup>
8.....	SBI 3.....	65-I.....	State P.	Monroe.....	On right turn lanes at intersection of Ill. 3 (SBI 3) and Bypass US 50 be-tween Dupo and Columbia.....	0.12 1.01	.....	.....	Var. 24	.....	.....	10,680.75 <sup>c</sup> 28,448.00 <sup>c</sup>
8.....	SBI 16.....	(21)W, RS	State P. F.....	Montgomery.....	Ill. 116 (SBI 16) northwest of Hillsboro Non-Federal-aid portion of bitumi-nous surfacing.....	.....	c10.82	c10.21	2@3 24	.....	.....	8,516.80 <sup>c</sup> 49,043.40 <sup>c</sup> 55,709.90 <sup>c</sup> 245.20 <sup>c</sup> 6,248.30 <sup>c</sup> 2,203.00 <sup>c</sup>
8.....	SBI 157.....	119-1BY.....	F.....	St. Clair.....	Non-Federal-aid portion of base course  (For balance of contract see Part A — Primary — SBI 16 — Section (21)W, RS) Existing structure on Ill. 157 (SBI 157) over US 50, C&I Ry, L&N RR, and Schoenberger Ditch at east limit of East St. Louis.....	.....	.....	.....	.....	c1116	.....	223,841.20 <sup>c</sup>
8.....	Various.....	2 <sup>h</sup> .....	State P.	St. Clair-Madison..	Various routes and locations in vicini-ty of Caseyville and East St. Louis..	c2.12	.....	.....	20, 40	b159	.....	70,566.64 <sup>m</sup> 4,339.00 <sup>m</sup>
8.....	Various.....	Dist. 8 Patching '65-1.	State P.	Various.....	At the following four (4) locations: US 66 from north of Collinsville to north of Farmersville; Ill. 159 between Belleville and Collinsville; Ill. 16 be-tween Hardin and Jerseyville; and Ill. 100 between Kampsville and Pearl in Calhoun, Greene, Jersey, Madison, Montgomery, Pike, and St. Clair Counties.....	.....	.....	.....	.....	c13,380	.....	92,709.50 <sup>m</sup>

9.....	SBI 150.....	3 <sup>h</sup> .....	State P.	Alexander.....	Great River Road (Ill. 3-SBI 150) between Olive Branch and McClure...	6.08	.....	.....	18	.....	.....	163,627.00 <sup>m</sup> 16,565.00 <sup>m</sup>
9.....	SBI 150.....	135(W, RS, B-1).....	F.....	Alexander.....	Great River Road (Ill. 3-SBI 150) from east of Olive Branch northwesterly.	2.28	c1.87	c0.30	24 2@3 24	c1750	.....	92,385.55 <sup>c</sup> 183,734.52 <sup>c</sup> 31,476.25 <sup>c</sup> 61,449.38 <sup>c</sup> 8,382.90 <sup>c</sup> 1,973.50 <sup>c</sup> 3,746.00 <sup>c</sup> 22,461.12 <sup>c</sup> 7,848.00 <sup>c</sup> 99,966.49 <sup>c</sup> 82,106.86 <sup>c</sup> 4,416.00 <sup>c</sup>
9.....	FA 14.....	2 <sup>h</sup> .....	State P. F.....	.....	Over Pigeon Roost Creek.....	.....	.....	.....	.....	c1251	r1	24,593.70 <sup>c</sup>
9.....	SBI 2.....	(5,6)(W-1, RS-1).....	F.....	Perry.....	US 51 (SBI 2) from Ill. 154 northerly.	1.75	c1.50	.....	24 2@3	c1327	EFO	26,409.80 <sup>c</sup> 500.00 <sup>c</sup>
9.....	SBI 13.....	4D.....	State P.	Saline.....	Non-Federal-aid portion of bituminous surfacing..... (For balance of contract see Part A — Primary — SBI 2 — Section (5, 6) (W-1, RS-1) — Perry County) Bridge on Ill. 13 (SBI 13) over Middle Fork of Saline River about 1.5 mi. east of Harrisburg.....	.....	.....	.....	.....	.....	r1 EFO	119,140.48 <sup>m</sup> 43,948.00 <sup>m</sup>
9.....	Various.....	1 <sup>h</sup> .....	State P.	Various.....	On various routes in Randolph, Perry, Washington, Franklin, Saline, Johnson, Pope, Pulaski, and Union Counties.....	6.99	.....	.....	18, 22	c12,401	.....	164,901.53 <sup>c</sup>
10.....	SBI 60.....	ZRY-Ext. & ZR-1-RS.....	U.....	Cook.....	Rand Road (US 12-SBI 60) between Dundee Road and Euclid Ave. north of Arlington Heights.....	4.48	.....	.....	2@24	.....	.....	108,092.00 <sup>c</sup> 228,935.96 <sup>c</sup>
10.....	SBI 50.....	50-1-W-Y & RS.....	State P.	Cook.....	Cicero Ave. (SBI 50) between 71st Street and Keller Drive in Chicago.	0.84	c10.84	.....	Var. 2@5	.....	.....	706,179.45 <sup>c</sup> 92,460.00 <sup>c</sup>
10.....	SBI 55.....	78-2-Y, RS.....	State P.	Cook.....	Cermak Road (SBI 55) between Des-Plaines and Home Avenues in North Riverside and Berwyn.....	1.99	.....	c1.47	2@24 Var.	.....	r1	81,518.00 <sup>c</sup>
10.....	SBI 49.....	146-B2, C2-R.....	State P.	Cook.....	On US 54 (SBI 49) over Calumet Sag Channel in Blue Island.....	.....	.....	.....	.....	.....	.....	12,145.00 <sup>c</sup> 95,263.65 <sup>c</sup>
10.....	SBI 51.....	511-B-C-R.....	State P.	Cook.....	On US 45 (SBI 51) at Calumet Sag Channel about 1 mi. west of Palos Hills.....	0.16	.....	c0.16	2@24 2@24	.....	.....	91,001.75 <sup>c</sup> 720,546.75 <sup>c</sup> 6,000.00 <sup>c</sup>
10.....	SBI 58.....	584-Y-1, RS.....	U.....	Cook.....	(For balance of contract see Part A — Primary — SBI 51 — Section 511-B-C-R — Cook County) On Simpson Street (SBI 58), Harlem Ave., and Waukegan Road all in Morton Grove and Glenview.....	2.43	.....	c1.79	2@24, Var. 2@24, Var.	.....	EFO	286,453.45 <sup>c</sup>
10.....	SBI 46.....	1965-3RS.....	State P.	Cook.....	LaGrange Road (SBI 46-US 45) in La-Grange, Countryside, and Hodgkins	3.03	.....	.....	40, 52	.....	.....	



TABLE 22.—Continued.  
PART B.—Continued.

District	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
10.....	SBI 46.....	1965-5BR.....	State P.	Cook.....	Railroad grade separation structure on Mannheim Road (SBI 46) over CMStP&P RR in Franklin Park.... (For balance of contract see Part A — Primary — SBI 46 — Section 1965-5BR — Cook County)						1	28, 145.00 <sup>c</sup>
10.....	SBI 46.....	1965-6RS.....	State P.	Cook.....	Lee Street (SBI 46) between Perry Street and Soo Line Railroad in Des Plaines..... (For balance of contract see Part B — Secondary — CHS 141 — Section 1965-6RS — Cook County — District 10)	0.72			38, 46			46, 382.27 <sup>c</sup>
10.....	SBI 22.....	1965-9RS.....	State P.	Cook.....	Lincoln Highway (US 30-SBI 22) between Wentworth Ave. and State Street in Chicago Heights.....	0.22			36	c150		11, 019.67 <sup>c</sup> 2, 850.00 <sup>c</sup>
10.....	Various.....	1965-15RS.....	State P.	Cook.....	At the following three (3) locations: 95th Street at Archer Ave.; Archer Ave. ramps at Ill. 83 west of Harlem Ave.; and Wood Street between 141st and 143rd Streets.....	0.68			20, 40	c11, 000		23, 117.16 <sup>c</sup> 16, 500.00 <sup>c</sup>
10.....	Various.....	1965-16RS.....	State P.	Cook.....	Various routes throughout Cook County.....	0.52			Var.	c12, 660		52, 677.50 <sup>c</sup> 57, 190.00 <sup>c</sup>
10.....	SBI 19.....	1965-17RS.....	State P.	Cook.....	Northwest Highway (US 14-SBI 19) from Waterman Ave. to east of Village Court in Mount Prospect.....	2.22		c12.20	40, Var. Var.			95, 216.20 <sup>c</sup> 216, 514.90 <sup>c</sup> 45, 310.00 <sup>c</sup>
10.....	SBI 19.....	1965-18RS.....	State P.	Cook.....	On Northwest Highway (SBI 19) in DesPlaines.....	1.82			48	c300		158, 779.52 <sup>c</sup> 5, 400.00 <sup>c</sup>
10.....	SBI 46, 63..	1965-41PP.....	State P.	Cook.....	On Mannheim Road (US 45-SBI 46) from Algonquin Road to Touhy Avenue and on Higgins Road (Ill. 72-SBI 63) from Mannheim Road to Canfield Road.....					b1, 100		46, 857.50 <sup>m</sup>

10.....SBI 46.....3035-15d-Z-Y-1 & RS. State P. Cook.....	Mannheim Road (SBI 46) from North-west Tollway northerly.....	0.88	.....	.....	2@24, Var. 2@22, Var.	..... c10.88 ..... c1356	..... ..... ..... .....	34,733.18 <sup>c</sup> 253,308.89 <sup>c</sup> 3,079.40 <sup>c</sup>
10.....FA 42.....3271-A-15d-Z-Y & RS F.....Cook.....	(For balance of contract see Part B — Secondary — CHS 130, 019 — Cook County — District 10) Waukegan Road, Ill. 42A (FA 42) in Morton Grove.....	0.62	.....	.....	2@31 2@13	..... c10.62 ..... c1500	..... ..... ..... .....	24,036.80 155,975.00 <sup>c</sup> 7,000.00 <sup>c</sup>
Primary highways—								
	Continuous bituminous concrete surfacing.....	296.05	.....	.....	.....	.....	.....	\$8,496,225.88
	Intermittent bituminous concrete surfacing.....	109.70	.....	.....	.....	.....	.....	2,051,110.60
	Concrete base course widening.....	19.74	19.74	.....	.....	.....	.....	2,008,150.53
	Bituminous concrete base course widening.....	11.49	11.49	.....	.....	.....	.....	673,343.77
	Full-width concrete base course.....	.....	.....	31.22	.....	.....	.....	7,528,589.87
	Full-width bituminous concrete base course.....	.....	.....	2.08	.....	.....	.....	243,089.41
	Full-width flexible base course.....	.....	.....	0.34	.....	.....	.....	68,992.96
	Concrete pavement patching.....	.....	.....	.....	.....	58,224	.....	1,085,655.25
	Bituminous concrete pavement patching.....	.....	.....	.....	.....	23,873	.....	435,327.75
	Bridge widening.....	.....	.....	.....	.....	.....	7	576,218.01
	Bridge rehabilitation.....	.....	.....	.....	.....	.....	22	1,314,525.23
	Concrete culvert extension.....	.....	.....	.....	.....	.....	9	69,710.80
	Engineer's field office and laboratory.....	.....	.....	.....	.....	.....	10	24,496.00
Totals for primary highway contracts, Part B....		405.75	31.23	33.64	.....	81,097	48	\$24,575,436.06

SECONDARY ROAD REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1.....	CHS 4.....	30(W, RS).....	State S.	DuPage.....	Roselle Road (CHS 4) from Cook-Du- Page County line southerly to US 20 in Bloomingdale.....	2.30	c12.01	.....	24, 42 2@3 18	.....	.....	\$196,716.73 <sup>c</sup> 39,670.80 <sup>c</sup> 23,262.60 <sup>c</sup> 25,480.00 <sup>c</sup>
1.....	CHS 21, 18.	1(W, RS).....	State S.	McHenry.....	Union Road and Union Road West (CHS 21, 18) between US 20 and Main Street in Union.....	2.49	.....	c10.26	18 22	.....	.....	35,696.00 <sup>c</sup> 55,310.45 <sup>c</sup> 39,855.00 <sup>c</sup>
1.....	CHS 61.....	66(W, RS).....	State S.	Will.....	Woodruff Road (CHS 61) in Joliet....	0.93	.....	.....	24 2@3	.....	.....	31,896.00 <sup>c</sup> 35,311.09 <sup>c</sup> 4,170.00 <sup>c</sup>



TABLE 22.—Continued.  
PART B.—Continued.

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1.....	CHS 41....	(70, 65, 31)RS.....	State S.	Will.....	Washington Street (CHS 41) between Michigan Street and a point about 0.38 mi. west of US 30 in and east of Joliet.....	2.87			40	<sup>b</sup> 674		118,942.60 <sup>c</sup> 13,044.50 <sup>c</sup>
6.....	CHS 1.....	(2, 3)RS.....	State S.	Christian.....	CHS 1 from Mount Auburn to Grove City.....	3.89			18	<sup>b</sup> 426		58,649.34 <sup>m</sup> 8,056.00 <sup>m</sup>
6.....	CH 9A.....	A-RS.....	State S.	Tazewell.....	County Highway 9A from Delavan southeasterly.....	0.81			10			11,302.94 <sup>m</sup>
10.....	CHS 016, 7.	1965-1-BR.....	State S.	Cook.....	4 bridges: one on Wolf Road (CHS 016) and one on River Road (CHS 7) over Feehanville Ditch between Central and Foundry Roads; one on Wolf Road over Buffalo Creek between Hintz and Dundee Roads; one and on River Road over McDonald Creek between Central and Foundry Roads in Wheeling.....						<sup>r</sup> 4	18,148.75 <sup>c</sup>
10.....	CHS 196....	1965-2R.....	State S.	Cook.....	183rd Street (CHS 196) from Park Ave. to Henry Street in Homewood.	0.04		<sup>c</sup> 0.04	36 36			1,612.40 <sup>c</sup> 15,857.25 <sup>c</sup>
10.....	CHS 047....	1965-4-RS.....	State S.	Cook.....	Gross Point Road (CHS 047) from Caldwell Ave. to Edens Expressway	1.24			22			44,633.40 <sup>c</sup>
10.....	CHS 003....	1965-5RS.....	State S.	Cook.....	Barrington Road (CHS 003) in and near Barrington.....	3.33			24			63,039.25 <sup>c</sup>
10.....	CHS 003....	1965-5RS-1.....	State S.	Cook.....	Barrington Road (CHS 003) from Al- gonquin Road to Hillside Ave. in Barrington.....	3.40			24, 42			86,226.00 <sup>c</sup>
10.....	CHS 141....	1965-6RS.....	State S.	Cook.....	Irving Park Road (CHS 141) between Mt. Prospect Road and Mannheim Road in Chicago and Leyden..... (For balance of contract see Part B — Primary — SBI Route 46 — Section 1965-6RS — Cook County — District 10)	1.67			20			43,116.88 <sup>c</sup>
10.....	CHS 016....	1965-7RS.....	State S.	Cook.....	Wolf Road (CHS 016) between Village Drive and Fullerton Avenue.....	0.48			26			11,604.66 <sup>c</sup>
10.....	CHS 185....	1965-8-RS.....	State S.	Cook.....	Ill. 7 (143rd Street-CHS 185) in and west of Orland Park.....	1.67			22	<sup>b</sup> 300		72,213.55 <sup>c</sup> 6,000.00 <sup>c</sup>

				DESIGN							
10.....	SA 46, 110..	1965-14RS.....	State S.	Cook.....	On Niles Center Road south of Edens Expressway in Skokie and on Willow Road east of Waukegan Road in Northfield.....	0.25	.....	.....	Var.	..... c1800	..... 17,700.00 <sup>m</sup> 17,200.00 <sup>m</sup>
10.....	CHS 105...	1965-20RS.....	State S.	Cook.....	Ill. 68 (CHS 105) from US 14 easterly to Ill. 53.....	3.09	.....	.....	22, 40	..... c11,200	54,645.00 <sup>c</sup> 21,600.00 <sup>c</sup>
10.....	CHS 189...	1965-21RS.....	State S.	Cook.....	Sibley Boulevard (CHS 189) in Harvey	0.27	.....	.....	42	..... c1570	28,511.00 <sup>c</sup> 6,840.00 <sup>c</sup>
10.....	CHS 022...	1965-22RS.....	State S.	Cook.....	DesPlaines River Road (CHS 022) from 5th Ave. northerly to Belmont Ave. in River Grove and Franklin Park.....	1.25	.....	.....	40, 52	..... c1425	118,015.19 <sup>c</sup> 7,650.00 <sup>c</sup> 500.00 <sup>c</sup>
10.....	CHS 24....	1965-23RS.....	State S.	Cook.....	Kean Ave. (CHS 24) in Justice, Willow Springs, Hickory Hills, and Palos Hills.....	4.63	.....	.....	18	..... b1,375	129,348.73 <sup>c</sup> 20,625.00 <sup>c</sup>
10.....	CHS 037...	1965-24RS.....	State S.	Cook.....	Thatcher Ave. (CHS 037) from North Ave. in Elmwood to First Ave. in River Grove.....	1.62	.....	.....	18, 26	..... EFO	126,633.14 <sup>c</sup> 1,600.00 <sup>c</sup>
10.....	CHS 051...	1965-25-RS, D-4-S P Drive.....	State S.	Cook.....	Crawford Ave. (CHS D51) between 167th Street and 159th Street in Markham.....	1.00	.....	.....	20	..... c1400	24,658.25 <sup>c</sup> 7,200.00 <sup>c</sup>
10.....	CHS 067...	1965-27RS.....	State S.	Cook.....	Torrence Ave. (CHS 067) between 130th Street and Calumet River in Chicago.....	0.50	.....	.....	40	..... c1200	25,088.25 <sup>c</sup> 4,400.00 <sup>c</sup>
10.....	CHS 64, 051	1965-29BR.....	State S.	Cook.....	Bridge on Crawford Ave. (CHS 64) over North Branch of Chicago River in Chicago, and bridge on Stephens Street (CHS 051) over Ditch between 111th Street and DesPlaines River north of Lemont.....						11,415.78 <sup>c</sup>
10.....	CHS 18, 043	1965-30BR.....	State S.	Cook.....	Bridge on Willow Springs Road (CHS 18) over DesPlaines River and I&M Canal in Willow Springs and bridge on Ridgeland Ave. (CHS 043) over Blind Slough in Chicago.....						31,839.10 <sup>c</sup>
10.....	CHS 133...	1965-55RS.....	State S.	Cook.....	Lake Ave. (CHS 133) between Hubbard Road and Ridge Road in Wilmette.....		b1.51	.....	2@5	..... b300	35,949.40 <sup>m</sup> 6,600.00 <sup>m</sup>
10.....	CHS 130, 019.....	3035-15J-Z-Y-1 & RS.....	State S.	Cook.....	Touhy Ave. (CHS 130) from 0.09 mi. east of Wolf Road easterly 1.24 mi., and Lee Street (CHS 019) from Northwest Tollway northerly 0.37 mi.....	1.61	.....	c1.61	2@24, Var. 2@22, Var.	..... c1644	63,940.62 <sup>c</sup> 463,108.76 <sup>c</sup> 5,570.60 <sup>c</sup>
					(For balance of contract see Part B — Primary — SBI 46 — Cook County — District 10)						



TABLE 22.—Continued.  
PART B.—Concluded.

Dis- trict	Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
10.....	CHS 123....	3228-D-15d-Z-Y & RS.	State S.	Cook.....	Dempster Street (CHS 123) from west of Harlem Ave. to east of Waukegan Road in Morton Grove.....	1.25	.....	..... <sup>a</sup> 1.25	2@36 2@24	.....	.....	120,663.40 <sup>c</sup> 980,932.96 <sup>c</sup> 8,300.00 <sup>c</sup>
Secondary roads—												
					Continuous bituminous concrete surfacing.....	40.59	.....	.....	.....	.....	.....	\$1,484,853.33
					Concrete base widening.....	.....	2.94	.....	.....	.....	.....	74,981.89
					Bituminous concrete base widening.....	.....	1.51	.....	.....	.....	.....	35,949.40
					Full-width concrete base course.....	.....	.....	3.45	.....	.....	.....	1,538,472.02
					Concrete pavement patching.....	.....	.....	.....	.....	4,239	.....	70,460.60
					Bituminous concrete pavement patching.....	.....	.....	.....	.....	6,649	.....	123,830.50
					Bridges rehabilitated.....	.....	.....	.....	.....	.....	8	61,403.63
					Engineer's field office and laboratory.....	.....	.....	.....	.....	.....	3	10,400.00
					Totals for secondary road contracts, Part B....	40.59	4.45	3.45	.....	10,888	11	\$3,400,351.37
Total, Part B.....												
												\$28,616,688.18

PART C.—EXTRAORDINARY MAINTENANCE CONTRACTS ON FEDERAL-AID INTERSTATE HIGHWAYS, OTHER PRIMARY HIGHWAYS, AND  
SECONDARY ROADS (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)

FEDERAL-AID INTERSTATE HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE								
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
Various.....	Dist. 10 Expressway Bridge Painting '65-1.....	State I...	Cook.....	On Eisenhower Expressway over area from Canal Street thru DesPlaines Street; on Fulton Street over Kennedy Expressway; and on Lake street over Kennedy Expressway, all in Chicago.....	.....	Cleaning and painting 3 hwy. gr. sep. structures.....	.....	\$19, 713.00 <sup>m</sup>
Various.....	Dist. 10 Expressway Guard Rail Main- tenance '65-1.....	State I...	Cook.....	Along various Expressways in Cook, Lake, DuPage, and Will Counties.....	.....	Road guard repairs and main- tenance.....	.....	86, 335.00 <sup>m</sup>

FAI 94.....	Dist. 10 Expressway Mowing Maintenance '65-X100....	State I...	Cook.....	Along Edens Expressway (FAI 94) in north portion of Cook County.....	15.00	Roadside mowing.....	21,684.90 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Cultivating Maintenance '65-X110...	State I...	Cook.....	Along Edens Expressway (FAI 94) between Montrose Ave. and Clavey Road.....	15.00	Cultivating shrub beds.....	3,720.00 <sup>m</sup>
FAI 94, 80...	Dist. 10 Expressway Cultivating Maintenance '65-X210..	State I...	Cook.....	Along Calumet Expressway (FAI 94) from 110th Street southerly to Sauk Trail (16.50 mi.) and along Kingery Expressway (FAI 80) from Calumet interchange easterly to Illinois-Indiana State line (4.00 mi.).....	20.50	Cultivating shrub beds.....	3,830.00 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Mowing Maintenance '65-X210...	State I...	Cook.....	Along Calumet Expressway (FAI 94) in south portion of Cook County.....	10.20	Roadside mowing.....	22,125.00 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Tree Spraying '65-X210.....	State I...	Cook.....	Along Calumet Expressway (FAI 94) from 110th Street southerly to Sauk Trail, and along Kingery Expressway (FAI 94) from Calumet Expressway Interchange easterly to Illinois-Indiana State line.	19.00	Tree spraying.....	3,640.00 <sup>m</sup>
FAI 94, 80...	Dist. 10 Expressway Mowing Maintenance '65-X310...	State I...	Cook.....	Along Calumet-Kingery Expressways (FAI 94 & 80) in south portion of Cook County.....	16.00	Roadside mowing.....	32,599.77 <sup>m</sup>
FAI 90.....	Dist. 10 Expressway Mowing Maintenance '65-X410...	State I...	Cook.....	Along Eisenhower Expressway (FAI 90) from Halsted Street in Chicago to Wolf Road in Hillside...	18.00	Roadside mowing.....	67,602.00 <sup>m</sup>
FAI 90.....	Dist. 10 Expressway Tree Spraying '65-X410.....	State I...	Cook.....	Along Eisenhower Expressway (FAI 90) from Wells Street Plaza westerly.....	14.00	Tree spraying.....	3,542.00 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Cultivating Maintenance '65-X510..	State I...	Cook.....	Along Kennedy Expressway (FAI 80, 94) from Grand Ave. northerly to west of Mannheim interchange and east on Ohio Street Feeder to Orlean Street..	15.50	Cultivating shrub beds.....	23,660.00 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Fertilizing Maintenance '65-X510..	State I...	Cook.....	Turf area of Kennedy Expressway (FAI 90, 94) between Ogden Ave. and relocated Mannheim Road, and on relocated Mannheim Road between Higgins Road and a point 1,100 feet south of Irving Park Road.....	15.00	Roadside turf area fertilizing..	11,109.70 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Mowing Maintenance '65-X510...	State I...	Cook.....	Along J. F. Kennedy Expressway (FAI 94) between Ogden Ave. and Mannheim Road; and along relocated Mannheim Road between Higgins Road and Irving Park Road.....	15.00	Roadside mowing.....	45,802.50 <sup>m</sup>



TABLE 22.—Continued.  
PART C.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FAI 94.....	Dist. 10 Expressway Tree Spraying '65-X510.....	State I...	Cook...	Along Kennedy Expressway (FAI 94) from Van- Buren Street northerly, and along relocated Mann- heim Road between Higgins Road and a point about 0.18 mi. south of Irving Park Road.....	15.50	Tree spraying.....		4, 158.70 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Weed Control Spraying '65-X510	State I...	Cook...	Along Kennedy Expressway (FAI 94) from Ogden Ave. to 0.38 mi. west of Mannheim Road, and along relocated Mannheim Road from Higgins Road to 0.19 mi. south of Irving Park Road.....	15.50	Weed control spraying.....		1, 669.50 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Cultivating Main- tenance '65-X610..	State I...	Cook...	Along Dan Ryan Expressway (FAI 90, 94) from 110th Street northerly to 28th Street, and from 95th Street westerly to Halsted Street Leg.....	12.50	Cultivating shrub beds.....		15, 075.00 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Mowing Mainte- nance '65-X610...	State I...	Cook...	Along Dan Ryan, Dan Ryan west leg, and Kennedy Expressways between 110th Street and Ogden Ave.	14.50	Roadside mowing.....		53, 163.00 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Tree Spraying '65-X610.....	State I...	Cook...	Along Dan Ryan Expressway (FAI 90, 94) from 110th Street northerly to Van Buren Street.....	14.50	Tree spraying.....		3, 675.00 <sup>m</sup>
FAI 90, 94...	Dist. 10 Expressway Weed Control Spraying '65-X610	State I...	Cook...	Along Dan Ryan Expressway (FAI 90) from 110th Street to 28th Street; along Eisenhower Express- way (FAI 90) from Maxwell Street to Halsted Street Interchange; and along Kennedy Express- way (FAI 94) from Eisenhower Expressway to Og- den Ave. and along southwest leg of Dan Ryan Ex- pressway to Halsted Street.....	14.50	Weed control spraying.....		1, 443.75 <sup>m</sup>
FAI 55.....	Dist. 10 Expressway Mowing Mainte- nance '65-X710...	State I...	Cook...	Along Southwest Expressway (FAI 55) from inter- change with Dan Ryan Expressway westerly to County Line Road interchange.....	17.50	Roadside mowing.....		47, 614.00 <sup>m</sup>
FAI 94.....	X101-1965-3DS-DR.	State I...	Cook...	Bridge on Calumet Expressway over Little Calumet River at South Holland.....	.....	Bridge deck resurfacing.....		22, 010.50 <sup>m</sup>

FAI 94.....	XI04-1965-2DS-DR.	State I...	Cook.....	Bridge on Ramp "C" over Kennedy Expressway (FAI 94) in Chicago.....	0.15	Bit. conc. ramp and bridge deck resurf.....	34	26,371.00 <sup>m</sup>
FAI 90.....	2828.3-R.....	State I...	Cook.....	Structure on northbound Independence Blvd. over Eisenhower Expressway (FAI 90) in Chicago.....		Hwy. gr. sep. struct. repair.....		13,780.00 <sup>m</sup>
FAI 90.....	3637.1-R.....	State I...	Cook.....	Structure on Mannheim Road over Eisenhower Expressway (FAI 90) in Bellwood.....		Hwy. gr. sep. struct. repair.....		15,484.00 <sup>m</sup>
FAI 90.....	Dist. 10 Expressway/Cultivating Maintenance '65-X410..	State I.	Cook-DuPage.....	Along Eisenhower Expressway (FAI 90) from Wells Street Plaza westerly, and on Lake Street Extension to Chicago and Great Western Railroad Bridge.....	13.00	Cultivating shrub beds.....		11,175.00 <sup>m</sup>
FAI 94.....	Dist. 10 Expressway Tree Spraying '65-X110.....	State I...	Cook-Lake.....	Along Edens Expressway (FAI 94) from Wilson Ave. northerly to Clavey Road.....	15.00	Tree spraying.....		3,339.60 <sup>m</sup>
FAI 55.....	Dist. 1 Mowing Maintenance '65-5	State I...	Will.....	Along FAI 55 from Will-Grundy County line to CRI &P RR.....	15.93	Roadside mowing.....		28,437.60 <sup>m</sup>
FAI 55, 80...	Dist. 1 Mowing Maintenance '65-4	State I...	Will-Kendall.....	Along FAI 55 and 80 at various locations west and north of Joliet.....	21.86	Roadside mowing.....		31,722.75 <sup>m</sup>
Total Federal-aid interstate highway contracts, Part C.....								\$624,483.27

PRIMARY HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SBI 31.....	1-ZB-I.....	State P...	Adams in Ill.—Marion in Mo....	Quincy Memorial Bridge on US 24 (SBI 31) over Mississippi River at Quincy.....		Bridge repair.....		\$45,121.33 <sup>c</sup>
		State of Mo.....				2,798 sq. yds. conc. bridge deck patching.....		45,121.32 <sup>c</sup>
		State P...						39,521.75 <sup>c</sup>
		State of Mo.....						39,521.75 <sup>c</sup>
SBI 7.....	13-C-I.....	State P...	Bureau.....	On US 6 (SBI 7) over Coal Hollow Creek about 6.5 mi. east of Princeton.....		Bridge repair.....		7,889.82 <sup>c</sup>
SBI 38.....	Dist. 8 Painting '65-1.....	State P...	Calhoun-Jersey...	Bridge on Ill. 16 and 100 (SBI 38) over Illinois River at Hardin.....		Cleaning and painting bridge.....		43,845.00 <sup>m</sup>
Various.....	Dist. 10 Mowing Maintenance '65-11.....	State P...	Cook.....	Along various routes in northern part of Cook County.....	422.70	Roadside mowing.....		33,936.00 <sup>m</sup>
Various.....	Dist. 10 Mowing Maintenance '65-12.....	State P...	Cook.....	Along various routes in south portion of Cook County.....	107.20	Roadside mowing.....		24,954.65 <sup>m</sup>



TABLE 22.—Continued.  
PART C.—Concluded.

DESIGN							Contract Price
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	
Various.....	Dist. 10 Mowing Maintenance '65-13.....	State P...	Cook.....	Along various routes in west portion of Cook County	135.00	Roadside mowing.....	28,308.70 <sup>m</sup>
Various.....	Dist. 10 Weed Control Spraying '65-9.....	State P...	Cook.....	Along various routes in northern portion of Cook County.....	271.10	Weed control spraying.....	4,341.75 <sup>m</sup>
Various.....	Dist. 10 Weed Control Spraying '65-10.....	State P...	Cook.....	Along various routes in southern portion of Cook County.....	262.77	Weed control spraying.....	3,638.25 <sup>m</sup>
Various.....	Dist. 10 Bridge Painting '65-1.....	State P...	Cook-DuPage.....	On various routes in Cook and DuPage Counties.....	.....	Cleaning & painting 4 bridges.....	48,400.00 <sup>m</sup>
SBI 58.....	1965-4BR.....	State P...	Cook.....	Two (2) bridges on Golf Road (SBI 58) over Poplar Creek west of Ill. 59 east of Elgin.....	.....	2 bridge repairs.....	11,923.00 <sup>c</sup>
SBI 5.....	1965-6BR.....	State P...	Cook.....	Highway grade separation structure on Lake Street (SBI 5) over North Ave. in Northlake.....	.....	Structure repairs.....	22,620.20 <sup>c</sup>
Various.....	Dist. 1 Bridge Painting '65-1.....	State P...	DeKalb-Will.....	On various routes.....	.....	Cleaning & painting 7 bridges.....	9,460.00 <sup>m</sup>
Various.....	Dist. 1 Mowing Maintenance '65-2.....	State P...	DuPage-Will-Cook-Kane.....	Along various routes and locations.....	82.00	Roadside mowing.....	30,090.00 <sup>m</sup>
SBI 47.....	111-B & C-I.....	State P...	Grundy.....	Bridges on Ill. 47 (SBI 47) over I&M Canal and Illinois River at Morris.....	.....	2 bridge repairs.....	51,876.50 <sup>c</sup>
Various.....	Dist. 3 Bridge Painting '65-1.....	State P...	Iroquois.....	On various routes.....	.....	177 sq. yds. conc. bridge deck patching.....	27,356.00 <sup>c</sup>
Various.....	Dist. 1 Mowing Maintenance '65-1.....	State P...	Lake.....	Along various routes and locations.....	.....	Eng's. field office.....	500.00 <sup>c</sup>
SBI 10, FA 4.....	Dist. 6 Painting '65-1.....	State P...	Sangamon-Cass-Schuyler.....	Bridge on old US 66 (SBI 10) over Sangamon River west of Riverton.....	141.00	Cleaning & painting 5 bridges.....	24,360.00 <sup>m</sup>
Various.....	Dist. 1 & 10 Electrical and Miscellaneous Maintenance '65-1.....	State P...	Various.....	Bridge on US 67 (FA 4) over Illinois River west of Beardstown.....	.....	Roadside mowing.....	38,501.60 <sup>m</sup>
				At various locations on various routes and intersections in Cook, Boone, DeKalb, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.....	.....	Cleaning & painting 2 bridges.....	28,464.00 <sup>m</sup>
					.....	Miscellaneous maintenance on traffic signals, hwy. lighting, signs, pumping stations, etc. (*Non-contract maintenance)	*2,486,391.30 <sup>m</sup>

						DESIGN	
Various.....	Dist. 1 Mowing Maintenance '65-3	State P...	Various.....	Along various routes and locations in Will, Cook, DuPage, and Kendall Counties.....	83.20	Roadside mowing.....	13,168.65 <sup>m</sup>
Various.....	Dist. 2 Bridge Painting '65-1....	State P...	Various.....	On various routes in Bureau, Henry, Lee, Ogle, Whiteside, and Winnebago Counties.....	.....	Cleaning & painting 8 bridges.....	27,360.00 <sup>m</sup>
Various.....	Dist. 4 Bridge Painting '65-1....	State P...	Various.....	On various routes in Fulton, Marshall, and Tazewell Counties.....	.....	Cleaning & painting 5bridges.....	34,972.50 <sup>m</sup>
Various.....	Dist. 4 Weed Control Spraying '65-1	State P...	Various.....	Along various routes throughout District 4.....	297.21	Weed control spraying.....	3,902.40 <sup>m</sup>
Various.....	Dist. 5 Weed Control Spraying '65-1	State P...	Various.....	Along various routes throughout District 5.....	1,006.00	Weed control spraying.....	9,831.36 <sup>m</sup>
Various.....	Dist. 6 Weed Control Spraying '65-1	State P...	Various.....	Along various routes in Christian, Logan, Macon, Mason, Menard, Sangamon, and Tazewell Counties.....	239.50	Weed control spraying.....	2,589.12 <sup>m</sup>
Various.....	Dists. 7 & 9 Painting '65-1....	State P...	Various.....	On various routes and locations in Edwards, Effingham, Fayette, Jefferson, Franklin, Massac, Randolph, Saline, Williamson, and White Counties.....	.....	Cleaning & painting 14 bridges.....	17,267.40 <sup>m</sup>
Various.....	Dist. 7 Weed Control Spraying '65-1	State P...	Various.....	Along various routes and locations throughout District 7.....	325.00	Weed control spraying.....	4,210.80 <sup>m</sup>
Various.....	Dist. 8 Weed Control Spraying '65-1	State P...	Various.....	Along various routes throughout District 8.....	377.20	Weed control spraying.....	5,790.70 <sup>m</sup>
Various.....	Dist. 9 Weed Control Spraying '65-1	State P...	Various.....	Along various routes throughout District 9.....	518.00	Weed control spraying.....	6,945.48 <sup>m</sup>
SBI 15.....	Dist. 7 Painting '65-1....	State P...	Wabash in Ill.—Gibson in Ind....	Bridge on Ill. 15 (SBI 15) and Indiana Route 64 over Wabash River east of Mt. Carmel, Ill.....	.....	Cleaning & painting bridge.....	24,937.50 <sup>m</sup>
		State of Ind.—P	.....	State of Indiana's portion of contract.....	.....	.....	24,937.50 <sup>m</sup>
Total primary highway contracts awarded, Part C.....							\$3,272,056.33

SECONDARY ROAD MAINTENANCE CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
CHS 131.....	1965-3BR.....	State S...	Cook.....	Two (2) bridges on Chicago-Elgin Road (CHS 131) one over E&E RR and other over Poplar Creek in Hanover Township.....	.....	2 bridge repairs.....	.....	\$12,444.00 <sup>c</sup>
CHS 15.....	1B-R.....	State S...	LaSalle.....	Bridge on CHS 15 over Illinois River south of Marseilles.....	.....	Bridge repair.....	.....	159,797.70 <sup>c</sup>
Total secondary road contracts awarded, Part C.....								\$172,241.70
Total, Part C.....								\$4,068,781.30





STATE DAY LABOR CONTRACTS AWARDED ON PRIMARY HIGHWAYS (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SBI 150.....	Dist. 9 Roadside Rest Stop '65-1...	DL-C-P..	Alexander.....	On west side of Ill. 3 (SBI 150) about 1.0 mi. south- west of McClure.....	.....	Roadside rest stop.....	.....	\$30,562.50
SBI 7.....	8-D-I.....	DL-C-P..	Bureau.....	Bridge on US 6 & 34 (SBI 7) about 0.20 mi. west of Sheffield.....	.....	Deck rehabilitation.....	.....	12,368.40
SBI 119.....	105C-I.....	DL-M-P..	Champaign.....	Bridge on Ill. 119 (SBI 119) over Sangamon River about 1.2 mi. east of Fisher.....	.....	Bridge repair.....	.....	2,443.50
SBI 47.....	137C-I.....	DL-M-P..	Champaign.....	Bridge on Ill. 47 (SBI 47) over Sangamon River about 0.5 mi. south of Mahomet.....	.....	Bridge repair.....	.....	3,143.40
SBI 2, 16.....	Dist. 5 Patching '65-1.....	DL-M-P..	Christian.....	On US 51 (SBI 2) north and east of Pana; and on Ill. 16 (SBI 16) west of Pana.....	.....	1,056 sq. yds. PCC pavement patching.....	.....	23,258.00
Various.....	Dist. 5 Bridge Seal- ant Program '65-1...	DL-C-P..	Cook.....	On twenty (20) bridges on various routes in District 10.....	.....	Bridge deck sealant.....	.....	25,000.00
Various.....	Dist. 10 Guardrail Program '65-1....	DL-C-P..	Cook.....	On various routes at various locations throughout District 10.....	4.16	Road guard constr.....	.....	81,566.50
Various.....	Dist. 10 Joint Cutting '65-1.....	DL-C-P..	Cook.....	On various routes at 35 locations in Cook County....	.....	Cut expansion joints.....	.....	18,368.00
Various.....	Dist. 10 Kennedy Expressway Bridge Repair '65-1.....	DL-C-P..	Cook.....	At various overhead structures over Kennedy Ex- pressway in Chicago.....	.....	Eleven (11) structures repaired.....	.....	19,400.50
SBI 4A.....	46VB-NRM-I.....	DL-M-P..	Cook.....	Railroad grade separation on Ill. 4A (SBI 4A) over Indiana Harbor Belt Railroad in Summit.....	.....	Deck rehabilitation.....	.....	24,846.50
SBI 58.....	583B-I.....	DL-C-P..	Cook.....	Bridge on Ill. 58 (SBI 58) over Wellers Creek at Mount Prospect.....	.....	Handrail rehabilitation.....	.....	3,036.00
SBI 1.....	1959-12RS-I.....	DL-M-P..	Cook.....	Highway grade separation structure on Ill. 1 (SBI 1) over Tri-State Tollway south of Harvey.....	.....	Deck rehabilitation.....	.....	14,175.00
SBI 1.....	1960-18RS-I.....	DL-C-P..	Cook.....	Drainage structure on Ill. 1 (SBI 1) between Chicago and Halsted Streets in Chicago Heights.....	.....	Structure repair.....	.....	9,695.00
FA 7.....	3838-234-I.....	DL-C-P..	Cook.....	At intersection of FAI 294 (Tri-State Tollway) with Roosevelt Road entrance Ramp onto FAI 90 (Ei- senhower Expressway).....	.....	Drainage improvement.....	.....	3,332.50
SBI 2, 12 & 130.....	Dist. 7 Cable Road Guard 1965-1.....	DL-C-P..	Cumberland- Marion.....	At three grade separation structures on US 51 and 50 (SBI 2 and 12) and on Ill. 130 (SBI 130) in Cumber- land and Marion Counties respectively.....	1.15	Road guards modified.....	.....	21,446.00
SBI 59.....	113I-1.....	DL-C-P..	DuPage.....	From Frontage Road "D" to US 34 at the northwest quadrant of Ill. 59 (SBI 59) and US 34 west of Naperville.....	.....	Access connection.....	.....	5,118.50



TABLE 22.—Continued.  
PART D.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SBI 6, 21.....	Dist. 1 Pavement Patching '65-1.....	DL-M-P..	DuPage-Kane- Lake.....	On 4.85 mi. of SBI 6 (Alt. US 30) between Geneva and West Chicago and on 3.5 mi. of Ill. 21 (SBI 21) from Cook-Lake County line northerly.....	.....	2,060 sq. yds. conc. pavement patching..... Intermittent bit. concrete re- surf.....	.....	46, 302.00 6, 213.50
Various.....	Dist. 1 Pavement Patching '65-2.....	DL-M-P..	DuPage-Kane-Will..	On 4 mi. of BR US 30 (SBI 71) from Ill. 47 north of Sugar Grove easterly; on 4 mi. of Alt. US 66 (SBI 4) from FAI 55 north of Romeoville southerly; and on 8.11 mi. of FAI 55 from northwest of intersection with Alt. US 66 north of Romeoville northeasterly.	.....	1,466 sq. yds. conc. pavement patching..... Intermittent bit. concrete re- surf.....	.....	36, 207.00 3, 588.50
SBI 142.....	103B-I.....	DL-C-P..	Fayette.....	Bridge on Ill. 37 (SBI 142) about one mi. northeast of LaClete.....	.....	Bridge repair.....	.....	24, 491.80
SBI 48.....	(116B & 117B)I-1....	DL-M-P..	Ford-McLean.....	Eight (8) bridges on US 54 (SBI 48) between Gibson City and Bellflower.....	.....	Bit. conc. resurf. of 8 bridge decks.....	.....	6, 567.00
SBI 9.....	Dist. 4 Patching '65-1.....	DL-M-P..	Fulton-McDonough	On Ill. 9 (SBI 9) from west of Canton westerly.....	.....	827 sq. yds. concrete patching	.....	21, 566.00
Various.....	Dist. 7 Joint Construction '65-1	DL-C-P..	Gallatin-Hamilton- White.....	At both ends of various structures on various routes Three (3) bridges on Ill. 142 (SBI 142) north of Broughton.....	.....	Expansion joint construction.	.....	10, 192.00
SBI 142.....	(115B & 116B)I.....	DL-C-P..	Hamilton.....	Bridge on Ill. 142 (SBI 142) about 0.50 mi. north of Broughton.....	.....	Handrails modified.....	.....	16, 140.30
SBI 142.....	116B(I-2).....	DL-C-P..	Hamilton.....	Bridge on Ill. 142 (SBI 142) about 0.50 mi. north of Broughton.....	.....	Bridge repair.....	.....	15, 891.20
SBI 142.....	116B(I-3).....	DL-C-P..	Hamilton.....	Bridge on Ill. 142 (SBI 142) about 0.50 mi. north of Broughton.....	.....	Bridge repair.....	.....	15, 891.20
Various.....	Dist. 2 Cable Road Guard '65-1.....	DL-C-P..	Henry-Rock Island.	At various locations along various routes in Henry and Rock Island Counties.....	2.01	Road guards modified.....	.....	34, 878.50
SBI 1.....	Dist. 3 Roadside Rest Stop '65-2....	DL-C-P..	Iroquois.....	Along Ill. 1 (SBI 1) about 4 mi. south of Milford....	.....	Roadside rest stop.....	.....	9, 382.00
SBI 1.....	1-XB-I.....	DL-M-P..	Iroquois.....	Bridge on Ill. 1 (SBI 1) over Sugar Creek at south limit of Milford.....	.....	Bridge rehabilitation.....	.....	15, 511.50
SBI 49.....	123C-I.....	DL-M-P..	Iroquois.....	Bridge on Ill. 49 (SBI 49) over Pigeon Creek at south limit of Cissna Park.....	.....	Bridge repair.....	.....	6, 160.00

SBI 33, 12.....	4B-I, 9B-I.....	DL-M-P..	Jasper-Clay.....	Bridge on Ill. 33 (SBI 33) over Crooked Creek north-east of Newton. Bridges on US 50 (SBI 12) over Little Muddy and Big Muddy Rivers east of Clay City.....	0.05	Deck rehabilitation .....	15, 144.00
SBI 130.....	Dist. 7 Headwall Removal '65-1....	DL-C-P..	Jasper-Richland-Edwards.....	Along Ill. 130 (SBI 130) at various locations.....		Constr. of open expansion joints.....	3, 471.00
SBI 15.....	13C-I-2.....	DL-C-P..	Jefferson.....	Bridge on Ill. 15 (SBI 15) over East Muddy Creek about 3 mi. east of Mt. Vernon.....		Concrete culvert headwalls re-moved to side-slope grade.....	10, 120.00
SBI 15.....	14B-I.....	DL-C-P..	Jefferson.....	Attached to existing bridge about 0.1 mi. east of Junction of SBI 15 and FA 16 (Ill. 15) east of Mount Vernon.....		Bridge repair.....	16, 887.00
SBI 40.....	Dist. 2 Concrete Patching '65-1....	DL-M-P..	JoDavies.....	On 9.32 mi. of Ill. 78 (SBI 40) between Pleasant Valley and Stockton.....		Pedestrian bridge.....	5, 008.40
SBI 80.....	103B-I.....	DL-M-P..	JoDavies.....	Bridge on Ill. 84 (SBI 80) 2.1 mi. north of Hanover.....		1,600 sq. yds. conc. pavement patching.....	35, 400.00
SBI 1.....	(38D&E)I-2.....	DL-C-P..	Johnson.....	Bridge on US 45 (SBI 1) over Dutchman Creek about 2 mi. south of Vienna.....		Bridge stabilization.....	10, 419.20
SBI 1.....	38V-I.....	DL-C-P..	Johnson.....	Railroad grade separation structure on US 45 (SBI 1) over NYC Railroad south of Vienna.....		Deck rehabilitation .....	16, 952.00
SBI 47, 22.....	Dist. 1 Shoulder Stabilization '65-1	DL-C-P..	Kane.....	Along Ill. 47 (SBI 47) between Elburn and Sugar Grove and along Ill. 31 (SBI 22) between South Elgin and St. Charles.....		RR struct. repair.....	24, 722.00
SBI 49.....	139ZB-I.....	DL-C-P..	Kankakee.....	Bridge on US 54 (SBI 49) over Kankakee River in Kankakee.....	15.79	Bit. stabilized shldrs.....	60, 296.50
SBI 115, 119..	Dist. 3 Bit. Under-sealing '65-1....	DL-M-P..	Kankakee-McLean.....	Ill. 115 (SBI 115) from SBI 25 to Irwin Road in Kankakee County and Ill. 119 (SBI 119) from McLean westerly 3.5 mi. in McLean County.....		Bridge repair.....	14, 181.00
SBI 18.....	12R.....	DL-M-P..	Kendall.....	On US 34 (SBI 18) northeast of Yorkville.....	8.50	Bit. undersealing of pavt.....	23, 800.00
SBI 97.....	Dist. 4 Bridge Re-pairs '64-2, 140B-I	DL-M-P..	Knox.....	Bridge on Ill. 116 (SBI 97) over Cedar Creek west of St. Augustine.....		Truck weight station removal .....	3, 500.00
SBI 167.....	Dist. 4 Patching '65-3.....	DL-M-P..	Knox.....	On 12.14 mi. of Ill. 167 (SBI 167) from US 34 in Watauga easterly.....		Bridge repair.....	20, 408.20
SBI 7A.....	N(15d)-I.....	DL-C-P..	LaSalle.....	Bridge on Ill. 71 (SBI 7A) over Covell Creek about 3 mi. west of Ottawa.....		1,833 sq. yds. conc. pavement patching.....	48, 804.00
SBI 2.....	69-I.....	DL-C-P..	LaSalle.....	Bridge on US 51 (SBI 2) about 0.1 mi. south of Tonica.....		Handrails modified .....	7, 063.00
SBI 2.....	69-I.....	DL-C-P..	LaSalle.....	Bridge on US 51 (SBI 2) about 0.4 mi. south of Tonica.....		Deck and handrail rehabilitation .....	5, 366.00
SBI 69.....	124C-I.....	DL-M-P..	LaSalle.....	Bridge on US 52 (SBI 69) over Indian Creek west of Serena.....		Deck and handrail rehabilitation .....	6, 605.00
SBI 118.....	105B-I.....	DL-M-P..	Livingston.....	On Ill. 23 (SBI 118) about 0.25 mi. north of Pontiac.....		Bridge repair.....	4, 415.50
SBI 116.....	113B-I.....	DL-C-P..	Livingston.....	Bridge on Ill. 116 (SBI 116) over Felker Creek about 2.9 mi. west of Saunemin.....		Bridge rehabilitation .....	11, 630.50
SBI 4.....	22X1-VB-VF-I-I....	DL-M-P..	Logan.....	Railroad grade separation structure on US 66 (SBI 4) over IC and IT Railroads north of Lincoln.....		RR struct. repair.....	57, 602.10
FA 5.....	24R, 25R.....	DL-M-P..	Logan.....	Along US 66 (FA 5) from 0.72 mi. south of Elkhart northerly.....	0.75	Drainage improvement.....	28, 618.80
SBI 120.....	101B & C-I.....	DL-M-P..	Logan.....	Bridge on Ill. 10 (SBI 120) over Prairie Creek about 1.75 mi. west of New Holland.....		Bridge repair.....	7, 875.00
							8, 839.00



TABLE 22.—Continued.  
PART D.—Continued.

					DESIGN			
Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
FA 161.....	Dist. 5 Grading and Drainage '65-1....	DL-M-P..	Logan-DeWitt.....	Along US 54 (FA 161) from west edge of Chestnut northeasterly.....	13.10	Drainage improvement.....	.....	26, 590.00
SBI 120.....	Dist. 6 Patching '65-4.....	DL-M-P..	Logan-Mason.....	On Ill. 10 (SBI 120) from east of Mason City to about 0.25 mi. east of Logan-Mason County line.....		930 sq. yds. PCC pavt. patching.....	.....	22, 597.00
SBI 10.....	13-I.....	DL-C-P..	Macon.....	Under old US 46 (SBI 10) about 0.5 mi. west of Decatur.....		RC box culvert.....	.....	30, 363.50
SBI 48.....	125B-I.....	DL-C-P..	Macon.....	Bridge on Ill. 48 (SBI 48) over Friends Creek about 0.5 mi. northeast of Argenta.....		Bridge repair.....	.....	7, 932.50
Various.....	Dist. 8 Surface Treatment '65-1..	DL-C-P..	Macoupin-Madison-Montgomery.....	Southbound lane US 66 at Ill. 138 west of Mt. Olive; southbound lane Ill. 111 at Ill. 162 east of Granite City; and northbound lane US 66 at Ill. 127 and 48 west of Raymond.....	2.20	Synopal seal coat application.....	.....	2, 437.50
SBI 3.....	100-D-2.....	DL-M-P..	Madison.....	Bridge on US 67 (SBI 3) over Mississippi River at Alton.....		Bridge repair.....	.....	1, 264.55
FA 142.....	(2B, D, E, F, P)I..	DL-M-P..	Mason-Menard.....	Bridge on Ill. 97 (FA 142) over Sangamon River northwest of Oakford.....		Bridge repair.....	.....	17, 977.00
FA 165.....	13VB-I.....	DL-C-P..	Massac.....	Railroad grade separation structure on Ill. 169 (FA 165) over C&EI Railroad east of Boaz.....		RR struct. repair.....	.....	11, 698.50
SBI 99.....	Dist. 4 Patching '65-4.....	DL-M-P..	McDonough-Hancock.....	On 14.94 mi. of Ill. 61 (SBI 99) from Bowen easterly and northerly.....		1,200 sq. yds. conc. pavement patching.....	.....	32, 346.00
SBI 20.....	14X-I-1.....	DL-C-P..	McHenry.....	Bridge on Ill. 120 (SBI 20) over Fox River at McHenry.....		Handrails modified.....	.....	8, 849.00
SBI 9, 122.....	Dist. 4 Historical Marker '65-1.....	DL-C-P..	McLean.....	On US 150 (SBI 9) about 2 mi. northwest of Bloomington and on Ill. 9 (SBI 122) about 1.5 mi. west of Bloomington.....		2 historical marker sites.....	.....	8, 145.50
FA 5.....	2VB-I.....	DL-M-P..	McLean.....	On US 66 (FA 5) over Alton Railroad and BR US 66 northeast of Normal.....		RR gr. sep. struct. repair.....	.....	34, 109.40
SBI 122.....	Dist. 4 Patching '65-2.....	DL-M-P..	McLean-Tazewell...	On 17.93 mi. of Ill. 122 (SBI 122) from Ill. 121 west of Hopedale easterly and northerly.....		983 sq. yds. conc. pavement patching.....	.....	26, 552.00
FA 36, SBI 125.....	Dist. 6 Historical Markers '65-1.....	DL-C-P..	Morgan-Sangamon..	On US 36 and 54 (FA 36) at Lincoln Ave. in Jacksonville and on Ill. 125 (SBI 125) about 1.5 mi. east of Pleasant Plains.....		2 historical marker sites.....	.....	9, 012.50

SBI 2.....	38B-I.....	DL-M-P..	Ogle.....	Bridge on Ill. 2 (SBI 2) about 4.2 mi. north of Grand Detour.....	.....	Bridge stabilization.....	.....	5,772.80
SBI 30.....	C-I.....	DL-C-P..	Peoria.....	Bridge on Ill. 91 (SBI 30) over Big Hollow Creek northwest of Peoria.....	.....	Bridge repair.....	.....	8,484.60
SBI 91.....	Dist. 4 Undersealing '65-2.....	DL-M-P..	Peoria.....	On 14.65 mi. of US 150 (SBI 91) from about 2 mi. northwest of Brimfield southeasterly.....	.....	Bit. undersealing of pavt.....	.....	14,561.60
FA 31.....	(117-2, 118)T.....	DL-C-P..	Peoria.....	Along Frontage Road of US 150 (FA 31) west of North University Street.....	.....	{Gutter construction.....}{Drainage correction.....}	.....	1,947.50
				At intersection of North University Street and Brons Street all in Peoria.....	.....		.....	
SBI 107.....	Dist. 6 Patching '65-3.....	DL-M-P..	Pike.....	(For balance of contract see Part D — Interstate — FAI 74 — Section 8T-1 — Peoria County)	.....		.....	
				On 9.45 mi. of US 54 (SBI 107) from Mississippi River Bridge at Pike northeasterly.....	.....	800 sq. yds. conc. pavt. patching.....	.....	18,700.00
SBI 36.....	20B-C-D-I-1.....	DL-M-P..	Pike-Scott.....	Bridge on US 36 and 54 (SBI 36) over Illinois River at Florence.....	.....	Bridge repair.....	.....	6,248.80
SBI 107.....	104(B&C)-I.....	DL-M-P..	Pike.....	Bridge on US 54 (SBI 107) over the Sny southwest of Atlas.....	.....	Bridge repair.....	.....	1,000.00
SBI 105.....	109B-1-I.....	DL-M-P..	Pike.....	Two (2) bridges on Ill. 104 (SBI 105) about 0.60 and 0.61 mi. west of Meredosia.....	.....	Bridge rehabilitation.....	.....	5,505.00
SBI 100.....	120B-I.....	DL-C-P..	Pike.....	At bridge on Ill. 100 (SBI 100) over Hill Creek at Pearl.....	.....	Steel sheet pile retaining wall.....	.....	17,321.25
SBI 2.....	Dist. 9 Shoulder Stabilization '65-1.....	DL-C-P..	Pulaski.....	Along 14.10 mi. of US 51 (SBI 2) from 3 mi. north of Ullin southerly.....	.....	Bit. stabilized shldrs.....	.....	34,916.10
SBI 12.....	(5, 6)I.....	DL-M-P..	Richland.....	Ill. 250 (SBI 12) from west limit of Olney to west of Noble.....	.....	Ditch and shoulder grading.....	.....	50,000.00
SBI 13.....	4-B-I.....	DL-C-P..	Saline.....	Bridge on Ill. 13 (SBI 13) over Pankey Creek east of Harrisburg.....	.....	Bridge repair.....	.....	10,672.50
SBI 24.....	Dist. 6 Synopal Aggregate Experimental Construction '65-1.....	DL-C-P..	Sangamon.....	On shoulders of Ill. 29 (SBI 24) between Springfield and Rochester.....	.....	Synopal seal coat aggregate application.....	.....	5,291.50
SBI 126.....	110X-2VB-I-1.....	DL-M-P..	Sangamon.....	(For balance of contract see Part D—Secondary—CHS Route 5—Section Dist. 6 Synopal Aggregate Experimental Construction '65-1 — Schuyler County)	.....	Constr. of concrete abutment caps.....	.....	5,773.50
SBI 126.....	110X-5-I.....	DL-C-P..	Sangamon.....	Railroad grade separation structure on SBI 126 over IC RR southeast of Springfield.....	.....	Bit. stabilized shldrs.....	.....	15,562.50
SBI 169 & 48.....	Dist. 5 Concrete Headwall Removal '65-1.....	DL-C-P..	Shelby-Macon-DeWitt.....	Along right edge of southbound lane of US 66 (SBI 126) about 2 mi. south of Springfield.....	.....	Concrete culvert headwalls removed to side-slope grade.....	.....	4,070.00
SBI 16.....	Dist. 5 Bituminous Undersealing '65-1.....	DL-M-P..	Shelby-Moultrie.....	Along Ill. 128 and 48 (SBI 169 and 48) at various locations.....	.....	Bit. undersealing of pavt.....	.....	40,285.00
				Ill. 16 (SBI 16) from east of Shelbyville easterly to Coles-Moultrie County line.....	.....		.....	



TABLE 22.—Continued.  
PART D.—Continued.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SBI 159.....	Dist. 8 Rest Stop '65-1.....	DL-C-P..	St. Clair.	Along Ill. 159 (SBI 159) about 1 m. south of Smithton		Roadside rest stop.....		7,689.00
SBI 157.....	119B-I.....	DL-C-P..	St. Clair.	Bridge on Ill. 157 (SBI 157) about 0.5 mi. south of Caseyville.....		Bridge repair.....		6,114.00
Various.....	Dist. 8 Seal Coat '65-1.....	DL-C-P..	St. Clair-Madison..	On 10.03 mi. of bituminous surfaced frontage roads along various Federal-aid routes.....	9.37	Bit. seal coat.....	20	35,212.20
SBI 122.....	Dist. 6 Patching '65-1.....	DL-M-P..	Tazewell.....	On 4.57 mi. of Ill. 122 (SBI 122) from west of Delavan westerly.....		1,364 sq. yds. conc. pavement patching.....		34,378.00
FA 144.....	Dist. 9 Historical Marker Sites '65-1 Site 9-1.....	DL-C-P..	Union.....	On Ill. 127 (FA 144) about 1.5 mi. south of Jonesboro		Historical marker site.....		4,738.50
SBI 146.....	Dist. 9 Historical Marker Site '65-3 Site 9-3 & 9-4.....	DL-C-P..	Union.....	At intersection of Ill. 146 (SBI 146) with US 51 east of Anna.....		Historical marker site.....		11,775.50
FA 144.....	Dist. 9 Historical Marker Site '65-4 Site 9-2 (65).....	DL-C-P..	Union.....	On Ill. 127 (FA 144) about 4 mi. northwest of Jones- boro.....		Historical marker site.....		6,608.50
SBI 146.....	104D & E-I.....	DL-M-P..	Union.....	Bridge on Ill. 146 (SBI 146) over Clear Creek east of Ware.....		Bridge repair.....		11,099.75
FA 144.....	Dist. 9 Seal Coat '65-1.....	DL-C-P..	Union-Alexander....	Ill. 127 (FA 144) from Broad Street in Jonesboro southerly.....	23.31	Bit. seal coat.....	22	40,799.50
Various.....	Dist. 1 Road Guard '65-1.....	DL-C-P..	Various.....	At various locations along various routes in Boone, DeKalb, LaSalle, Kendall, Ogle, and Will Counties	2.10	Road guard constr.....		36,913.75
Various.....	Dist. 2 Bridge Handrail Repairs '65-1.....	DL-C-P..	Various.....	On five (5) bridges in Bureau, Carroll, Henry, Ogle, and Rock Island Counties.....		Handrails modified.....		23,670.00
Various.....	Dist. 3 Bituminous Seal Coat '65-1, 2, 3, 4, 5, 6.....	DL-C-P..	Various.....	On various routes in Bureau, Grundy, Kankakee, and Livingston Counties.....	25.00	Bit. seal coat.....		53,867.00
Various.....	Dist. 3 Crushed Stone Shoulders '65-1.....	DL-M-P..	Various.....	Along 7 mi. of Ill. 9 in Ford and McLean Counties; along 7 mi. of Ill. 89 in Putnam and Marshall Coun- ties; along 7 mi. Ill. 114 in Kankakee County; and along 6.8 mi. of Ill. 113 in Grundy County.....	27.00	Shoulder rehabilitation.....		56,778.00

Various.....	Dist. 3 Guard Fence Replacement '65-1	DL-C-P..	Various.....	Along various routes at various locations in Iroquois, LaSalle, McLean, Marshall, and Putnam Counties	2.87	Road guard constr.....	47,677.50
Various.....	Dist. 3 Headwall Removal '65-1.....	DL-C-P..	Various.....	On various routes and locations in Ford, LaSalle, Livingston, and Marshall Counties.....		Concrete culv. headwalls re-moved to side-slope grade.....	4,400.00
Various.....	Dist. 4 Guard Rail '65-1.....	DL-C-P..	Various.....	Along various routes and locations in Hancock, McDonough, Fulton, and Bureau Counties.....	2.30	Road guards modified.....	41,088.50
Various.....	Dist. 5 Guard Rail Reconstruction '65-1.....	DL-C-P..	Various.....	Along various routes and locations in Champaign, Douglas, Macon, Shelby, and Vermilion Counties.	0.54	Road guards modified.....	11,861.00
Various.....	Dist. 5 Paved Ditch Repairs '65-1.....	DL-C-P..	Various.....	At various locations along various routes in Clark, Coles, Ford, Vermilion, and Champaign Counties	0.74	Paved ditches.....	82,140.00
Various.....	Dist. 6 Bituminous Seal Coat '65-1....	DL-C-P..	Various.....	On various routes in Adams, Schuyler, Logan, Menard, Morgan, and Sangamon Counties.....	14.34	Base repair and bit. seal coat.....	47,253.49
Various.....	Dist. 6 Guard Rail Reconstr. '65-1....	DL-C-P..	Various.....	Along various routes and locations in District 6....	1.57	Road guards modified.....	34,889.40
SBI 104, 105, 31, 96.....	Dist. 6 Headwall Removal '65-1.....	DL-C-P..	Various.....	On various routes at various locations in Adams, Brown, Hancock, Morgan, and Pike Counties.....		Concrete culv. headwalls re-moved to side-slope grade.....	11,220.00
Various.....	Dist. 7 Seal Coat '65-1.....	DL-C-P..	Various.....	On various routes and locations in Bond, Clay, Coles, Cumberland, Effingham, and Fayette Counties.....		Bit. surf. treat.....	60,520.90
Various.....	Dist. 8 Earthwork '64-1.....	DL-M-P..	Various.....	On various routes in Bond, Greene, Madison, Macoupin, and Montgomery Counties.....	7.30	Ditch and shoulder grading.....	47,147.80
Various.....	Dist. 8 Guardrail '65-1.....	DL-C-P..	Various.....	Along various routes and locations in Jersey, Macoupin, Madison, and St. Clair Counties.....	34.60	Road guards modified.....	21,724.25
Various.....	Dist. 8 Headwall Removal '65-1.....	DL-C-P..	Various.....	Along various routes and locations in St. Clair, Madison, Macoupin, Washington, and Monroe Counties	1.10	Concrete culv. headwalls re-moved to side-slope grade.....	17,500.00
Various.....	Dist. 9 Bituminous Undersealing '65-1	DL-M-P..	Various.....	Various routes in Alexander, Jackson, Johnson, Pope, Pulaski, and Williamson Counties.....	21.60	Bit. undersealing of pavt.....	55,944.00
Various.....	Dist. 9 Bridge Deck Sealant '65-1.....	DL-M-P..	Various.....	On various bridges throughout District 9.....		Bridge deck sealant.....	15,012.50
Various.....	Dist. 9 Pavement Patching '65-1.....	DL-M-P..	Various.....	On about 65 mi. of various routes throughout Jackson, Johnson, Massac, Pope, Pulaski, Union, and Williamson Counties.....		2,427 sq. yds. conc. pavement patching.....	63,087.00
Various.....	Dist. 9 Surfacing of Medians and Islands '65-1.....	DL-C-P..	Various.....	Island surfaces and medians on various routes and locations throughout District 9.....		PCC surfacing.....	20,367.50
State Wide...	Miscellaneous Repairs '65-1.....	DL-M-P..	Various.....	On various routes State-wide.....		Completion of small maintenance jobs.....	10,000.00





STATE DAY LABOR CONTRACTS AWARDED ON SECONDARY ROADS (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
Township Road.....	Dist. 2 Special Bridge Repair '65-1.....	DL-C-S..	Bureau.....	Covered bridge on Township Road over Bureau Creek about 0.5 mi. west of Ill. 26 and 2 mi. north of Princeton.....		Bridge repair.....		\$5, 739.00
CH 6.....	77MFT-I.....	DL-C-S..	Champaign.....	Bridge on County Highway 6 about 4.8 miles south of Seymour.....		Deck repair.....		9, 255.50
CHS 106.....	100B-I.....	DL-C-S..	Cook.....	Bridge on Sherman Road (CHS 106) over West Fork of North Branch of Chicago River at Northbrook.....		Deck rehabilitation.....		8, 092.00
CH 18.....	142S.D.C.....	DL-M-S..	Cook.....	Bridge on Willow Springs Road (CH 18) over Chi- cago Sanitary and Ship Canal north of Willow Springs.....		Deck repair.....		5, 475.00
CHS 49.....	3061B-I.....	DL-C-S..	Cook.....	Bridge on 17th Street (CHS 49) over Salt Creek in LaGrange Park.....		Handrail rehabilitation.....		7, 602.00
CHS 32.....	E-1D-I.....	DL-M-S..	DuPage.....	Grade separation structure on CHS 32 (West Ave.) over East-West Tollway about one mile south of Warrenville.....		Expansion joint repair.....		2, 497.50
CHS 9.....	E-2-A-I.....	DL-M-S..	DuPage.....	Structure on Highland Ave. (CHS 9) over East-West Tollway north of Downers Grove.....		Expansion joint repairs.....		11, 003.00
CH 21.....	9C-NRS-I.....	DL-C-S..	Jackson.....	Bridge on County Highway 21 (Ill. 149) over Little Muddy River about 2 mi. west of Hurst.....		Bridge repair.....		2, 795.00
CH 22.....	9B-I.....	DL-M-S..	McHenry.....	Bridge on CH 22 (Johnsburg Road) over Fox River at Johnsburg.....		Bridge repair.....		10, 413.20
CH 2.....	J-15d-I.....	DL-C-S..	Piatt.....	Bridge on County Highway 2 over Sangamon River northwest of White Heath.....		Bridge repair.....		8, 010.00
CHS 5.....	Dist. 6 Synopal Ag- gregate Experi- mental Construc- tion '65-1.....	DL-C-S..	Schuylcr.....	Camden Spur (CHS 5) from US 67 northwest of Rushville westerly.....	10.00	Synopal seal coat aggregate application.....		10, 000.00
Township Road.....	Covered Bridge Re- pairs.....	DL-M-S..	Shelby.....	Covered timber bridge on Township Road over Kaskaskia River northeast of Cowden.....		Bridge rehabilitation.....		3, 142.00
SA 10A & 10D	Dist. 6 Patching '65-2.....	DL-M-S..	Tazewell.....	On one mi. of SA 10A from Ill. 29 east of Powerton westerly, and on one mi. of SA 10D from Ill. 29 west of South Pekin easterly.....		619 sq. yds. conc. pavt. patch- ing.....		15, 052.50
SA 15.....	K-15d-I.....	DL-M-S..	Vermilion.....	Bridge on Bismarck Road (SA 15) over North Fork of Vermilion River about 0.5 mi. east of Ill. 1.....		Bridge repair.....		2, 500.00



TABLE 22.—Continued.  
PART D.—Concluded.

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SA 1.....	27(B&C MFT)I.....	DL-M-S..	Vermilion.....	Bridge on SA 1 over creek near the west limit of Danville.....	.....	Bridge repair.....	.....	7,511.50
CHS 49.....	32-I-1.....	DL-C-S..	Will.....	Bridge on Exchange Street over Deer Creek west of Crete.....	.....	Deck and handrail rehabilitation.....	.....	6,444.50
Total State day labor contracts awarded on secondary roads financed with construction funds.....								
Total State day labor contracts awarded on secondary roads financed with maintenance funds.....								
Total State day labor contracts awarded on secondary roads, Part D.....								
\$57,938.00								
57,594.70								
\$115,532.70								
Total State day labor contracts awarded financed with construction funds, Part D.....								
\$1,559,110.44								
1,155,943.60								
\$2,715,054.04								

DESIGN

PART E.—CONTRACTS OBLIGATED AND AWARDED BY THE STATE HIGHWAY DEPARTMENT FOR IMPROVEMENTS  
NOT LOCATED ON ANY OF THE STATE HIGHWAY SYSTEMS LISTED IN PARTS A, B, C, OR D.

STATE DAY LABOR (PART E) CONTRACTS AWARDED ON NONHIGHWAY IMPROVEMENTS

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
Park Roads.. SB 1230 (73rd GA).. Dist. 2 Headquar- ters Storage Area..	2..... Dist. 2 Headquar- ters Storage Area..	DL-C-E.. DL-COF- E.....	Adams-Brown..... Lee.....	Park Roads in Siloam Springs State Park..... District 2 Headquarters Storage Area west of Dixon	2.40 .....	Road resurfacing..... 12,160 cu. yds. earth embank- ment.....	18 .....	\$42,740.34 9,728.00

HB 2173 .....	Dist. 5 Maintenance Storage Building Repair '65-1.....	DL-COF-E.....	Macon.....	Highway maintenance storage building in Decatur.....	Building rehabilitation.....	9,660.00
.....	Dist. 6 State Fairgrounds Safety Training Course Resurfacing '65-1.	DL-C-E..	Sangamon.....	Tiny Tot Safety Training Course in the Illinois State Fairgrounds at Springfield.....	Bit. resurf. of driving area.....	2,065.00
<div> <div>Total State day labor contracts awarded financed with construction funds.....</div> <div>Total State day labor contracts awarded financed with capitol outlay funds.....</div> <div>Total State day labor contracts awarded, Part E.....</div> </div>						
						\$44,805.34
						19,388.00
						\$64,193.34

CONTRACTS AWARDED BY THE STATE ON NONHIGHWAY IMPROVEMENTS

Route <sup>1</sup>	Section	Class <sup>2</sup>	County	Location	Length in Miles	Type of Work <sup>3</sup>	Width in Feet	Contract Price
SB 275.....	1.....	State E...	Carroll.....	On parkway roads in Mississippi Palisades State Park about 1 mi. north of Savanna.....	4.87	Bit. surf. treat. on gr. or cr. stone base course.....	18, 20	\$22,825.00 <sup>c</sup>
SB 275.....	6.....	State E...	Coles.....	Roads and parking area in Fox Ridge State Park about 6.5 mi. south of Charleston.....	2.06	Flex. base with bit. surf. treat.	16, 18	26,401.60 <sup>c</sup>
.....	1965-44-BMGY.....	State E...	Cook.....	Bradley Maintenance Garage Yard on Noyes Street in Arlington Heights.....	.....	Bit. conc. surfacing.....	.....	33,251.10 <sup>c</sup>
Park Roads..	Dist. 7 State Park Improvements '65-1.....	State E...	Fayette-Lawrence-Wayne.....	State Park Road in Ramsey Lake Park; roads and parking lot in Red Hills State Park; and roads in Wayne County Conservation Area (Sam Dale Lake).....	.....	RC storage bins.....	.....	11,637.35 <sup>c</sup>
SB 275.....	1-1.....	State E...	Henry.....	Johnson Sauk Trail State Park Road (SB 275) near Annawan.....	3.70 7.59 2.80	Road oil applied..... Bit. surf. treat..... Bit. stabilized base course with bit. surf. treat.....	Var. Var. 18-18	3,125.76 <sup>c</sup> 46,936.38 <sup>c</sup> 47,120.80 <sup>c</sup>
Giant City State Park.	5, 1.....	State E...	Jackson-Union.....	On Main Park Road, Cut-off Road, North Entrance Road, and Loop Road, all in Giant City State Park	6.20	Bit. resurfacing.....	12, 18	69,245.19 <sup>c</sup>
.....	1-I.....	State E...	Kankakee-Will.....	On drives and parking lots in Kankakee River State Park northwest of Kankakee.....	5.25	Bit. surf. treat.....	.....	39,144.70 <sup>c</sup>

DESIGN





RECAPITULATION OF CONTRACTS AWARDED FOR STATE HIGHWAYS DURING 1965.

Awarded by	Highway System			Total
	Interstate	Primary	Secondary	
State of Illinois				
Regular construction, Part A.....	\$75,348,280.29	\$26,504,037.17	\$978,005.71	\$102,830,323.17
Rehabilitation, Part B.....	640,900.75	24,575,436.06	3,400,351.37	28,616,688.18
Maintenance, Part C.....	624,483.27	3,272,056.33	172,241.70	4,068,781.30
Day Labor, Part D—Construction.....	66,250.60	1,434,921.84	57,938.00	1,559,110.44
Day Labor, Part D—Maintenance.....	14,942.00	1,083,406.90	57,594.70	1,155,943.60
Subtotal, Parts A, B, C, and D.....	\$76,694,856.91	\$56,869,858.30	\$4,666,131.48	\$138,230,846.69
County of Cook				
Regular construction, Part A.....	\$5,114,321.94	\$3,439,777.31	.....	\$8,554,099.25
City of Chicago				
Regular construction, Part A.....	18,876,499.61	3,089,929.25	.....	21,966,428.86
Summary of Parts A, B, C, and D.....				
FAS contracts, awarded by the State, listed in Local Roads and Streets Report.....	\$100,685,678.46	\$63,399,564.86	\$4,666,131.48	\$168,751,374.80
Total State highway contracts awarded.....	.....	.....	14,908,080.26	14,908,080.26
	\$100,685,678.46	\$63,399,564.86	\$19,574,211.74	\$183,659,455.06
Contracts listed in Part E which were awarded for work not located on any highway system.....				\$465,754.20
Total of all State highway contracts awarded in 1965.....				\$184,125,209.26

DESIGN

PREFIXED ABBREVIATIONS USED IN TABLE 22, PARTS A, B, C, D, AND E.

Note: Type of bituminous surfacing on projects listed in Part B is subclass I-11.

<sup>b</sup> Bituminous concrete material.

<sup>c</sup> Paid from construction funds.

<sup>cl</sup> Portland cement concrete material.

<sup>e</sup> Culvert extension.

<sup>f</sup> Flexible type road construction (gravel or crushed stone, soil-cement, bituminous concrete, etc.)

<sup>h</sup> 1965 bituminous concrete surfacing number in district.

<sup>i</sup> Intermittent bituminous concrete surfacing (mileage is total distance to be improved within mileage described).

<sup>m</sup> Paid from maintenance funds.

<sup>r</sup> Rehabilitation of bridge or grade separation structure.

<sup>t</sup> An RC box culvert of one or more openings classed as a bridge (when the total openings, including the thickness of all inside walls, measured along the centerline of traveled way measures 20 feet or more).

<sup>w</sup> Widening, bridge or grade separation structure.



TABLE 22.—Concluded.

1HIGHWAY SYSTEMS

FAI.....	Federal-aid Interstate
FA.....	Federal-aid Primary
FH.....	Forest Highway
FAS.....	Federal-aid Secondary
AD.....	Defense Access Road
SBI.....	State Bond Issue

2FUND DESIGNATION

Int.....	To be financed mostly on the basis of 90 percent Federal and 10 percent State funds, for constructing and improving the National System of Interstate and Defense Highways.
Int. G.....	Railroad grade separation structures, on interstate highway system, financed 100 percent with Federal-aid interstate railroad funds.
UI.....	Improvements on interstate highways system, in urban area, financed with Federal and matching State or municipal funds.
EBI.....	Improvements on interstate highway system financed with Cook County expressway bond issue funds.
EACI.....	Cook County advanced construction, on interstate highway system, financed with Cook County expressway bond issue funds.
State I.....	Improvements on interstate highway system, financed entirely with State funds.
DL-C-I.....	Improvements constructed by State day labor forces on interstate highway system, financed with State day labor construction funds.
DL-M-I.....	Improvements constructed by State day labor forces on interstate highway system, financed with State day labor maintenance funds.
F.....	Improvements on primary highway system, financed with regular Federal-aid and matching State funds.
FG.....	Railroad-highway improvements on primary highway system, financed with Federal-aid railroad funds.
U.....	Improvements on primary highway system, in urban area, financed with Federal-aid and matching State or municipal funds.
UG.....	Railroad-highway improvements, on primary highway system, in urban area, financed with Federal-aid railroad funds.

ER-P.....	Emergency relief improvements, on primary highway system, financed with Federal-aid and matching State funds.
State P.....	Improvements on primary highway system, financed with State funds only.
State E.....	Nonhighway improvements, financed with State funds only.
DL-C-P.....	Improvements constructed by State day labor forces, on primary highway system, financed with State day labor construction funds.
DL-M-P.....	Improvements constructed by State day labor forces, on primary highway system, financed with State day labor maintenance funds.
DL-C-E.....	Construction of nonhighway improvements, by State day labor forces, financed with State day labor construction funds.
DL-COF-E.....	Construction of nonhighway improvements, by State day labor forces, financed with capitol outlay funds.
FAS.....	Secondary rural road improvements, financed with Federal-aid secondary and matching State and County funds.
US.....	Secondary urban road improvements, financed with Federal-aid urban and matching State funds.
FH-S.....	Forest highway improvements, on secondary roads, financed with Federal-aid funds.
AD.....	Improvements on Federal defense access roads, financed with Federal defense access road funds.
State S.....	Secondary State road improvements, financed with State funds only.
DL-C-S.....	Improvements constructed by State day labor forces on secondary roads, financed with State day labor construction funds.
DL-M-S.....	Improvements constructed by State day labor forces on secondary roads, financed with State day labor maintenance funds.

3TYPE OF WORK ABBREVIATIONS

PCC.....	Portland cement concrete
Cont. reinf. conc. pavt.....	Continuous reinforced concrete pavement
Bit. conc.....	Bituminous concrete
Surf. treat.....	Surface treatment
Comb.....	Combination
Flex.....	Flexible
Hwy.....	Highway
Shldr.....	Shoulders
Wdg.....	Widening
Gr. or cr. stone.....	Gravel or crushed stone
Misc. impvts.....	Miscellaneous improvements

Reconstr.....	Reconstruction
SB.....	Senate Bill
HB.....	House Bill
Eng's.....	Engineers
EFO.....	Engineers field office
Br.....	Bridge
Gr. sep. struct.....	Grade separation structure
RC box culv.....	Reinforced concrete box culvert
Fur. & fab. strl. st.....	Furnishing and fabricating structural steel
Excl. fur. of strl. st.....	Excluding furnishing of structural steel
Ry.....	Railway
RR.....	Railroad



## VI. CONSTRUCTION

1. GENERAL.—The Bureau of Construction has general supervision of all State highway contracts from the time contracts are awarded until construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season. Representatives of the Bureau of Construction serve on the Soils Committee, Detour Committee, Specifications Committee, Joint Cooperative Committee, Safety Committee, Liaison Committee, and other committees which deal with problems that concern the Division of Highways.

The Bureau of Construction approves changes in plans involving contract quantities and checks and approves contractors' payment estimates. Final vouchers for Federal-aid reimbursement are prepared in the Bureau and statistical information relative to construction work is compiled. Contractors' prequalification ratings (as to experience and equipment) are computed in the Bureau of Construction. The Bureau operates core drilling equipment which is used to check the thickness of new portland cement concrete pavements and to obtain specimens for testing purposes.

Representatives of the Bureau of Construction and Bureau of Materials conducted two-day training sessions in each of the ten highway districts during January, February, and March. This was the fifth year for the two-day district seminars which serve as a forum on construction, materials, and safety procedures. The construction portion of the training sessions was presented to a total of about 1,300 technical employees in the ten districts.

In order to improve field engineering and inspection provided by Illinois counties, an engineer in the Bureau of Construction was given responsibility for general supervision of Federal-aid secondary construction projects. This engineer, accompanied by a district Federal-aid secondary supervising engineer made detailed inspections of active Federal-aid secondary projects during 1965; reported on deficiencies in record keeping, inspection, and engineering practices; and recommended correction.

A uniform record system on construction contracts was instituted at the beginning of the 1965 construction season. Use of a uniform system improved record keeping by the resident engineers and facilitated spot checks which were made from time to time to determine that job records were adequate.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1965.—Table 23 summarizes mileages and quantities of various types of work completed during 1965. The totals include maintenance contract work which is performed under the general supervision of the Bureau of Construction.



## CONSTRUCTION

The State highway surfacing completed in 1965 included 70.24 miles of interstate highways, 364.98 miles of other primary highways, and 255.84 miles on the secondary system. Other work consisted of placing 1,621,030 square yards of intermittent bituminous resurfacing; grading 26.28 miles under separate contract; building 91 new bridges and rehabilitating 79 others; constructing 110 new grade separation structures and repairing or widening 30; and miscellaneous work. The type and amount of State highway work completed during 1965 by the State, Cook County, and the City of Chicago are shown in Table 23.

Expenditures by the State for highway construction during 1965 are given in Tables 3 and 13 of this report. Projects under contract during 1965 are listed in Table 24 of this section. This list shows the type of work, the contractor, and status of work on each contract at the end of 1965.

TABLE 23.—CONSTRUCTION COMPLETED DURING 1965.

CONSTRUCTION

Construction on State Highways									
	Unit	Federal-aid Interstate			Other Primary			Secondary	Total
		State	City of Chicago	Cook County	State	City of Chicago	Cook County		
Surfaces:									
PCC pavement.....	Miles	69.68	0.26		36.01			4.09	110.04
PCC pavement widening.....	Miles				6.57				16.57
Bituminous concrete widening.....	Miles				9.83				19.83
PCC base course (two lanes or more).....	Miles				1.53				11.53
Bituminous concrete base course (two lanes or more).....	Miles				1.39				11.39
Bituminous concrete surface on flexible base:									
Bituminous concrete, subclass I-11.....	Miles				9.93			15.42	25.35
Bituminous concrete, subclass B-5.....	Miles							50.29	50.29
Bituminous concrete surfacing on rigid pavement:									
Bituminous concrete, subclass I-11.....	Miles	0.30			288.12		0.88	1.26	290.56
Gravel or crushed-stone base and bituminous surface course:									
Subclass A-1.....	Miles							1.51	1.51
Subclass A-3.....	Miles				2.05			51.31	53.36
Subclass A-3, soil-cement base.....	Miles							14.89	14.89
Subclass B-3, soil-cement base.....	Miles							3.21	3.21
Bituminous surfacing and reconstruction of existing gravel or crushed-stone surface:									
Subclass A-1.....	Miles				7.39				7.39
Subclass A-3.....	Miles				1.28			35.04	36.32
Subclass B-1.....	Miles							4.31	4.31
Gravel or crushed-stone surface:									
Type A.....	Miles							11.39	11.39
Type B.....	Miles							63.12	63.12
Total surfaces.....	Miles	69.98	0.26		364.10		0.88	255.84	691.06
Intermittent bituminous resurfacing:	Sq. Yds.								
Subclass I-11 (modified).....					1,615,088			5,942	1,621,030
Grading (separate contracts).....	Miles	8.70		1.22	6.50			9.86	26.28
Structures:									
Bridges, new.....	Number	30			40			21	91
Bridges, widened.....	Number				4			1	5
Bridges, repaired.....	Number	2			71			1	74
Highway grade separations.....	Number	64	4		11			1	80
Highway grade separations, repaired.....	Number	15			2				17
Railroad grade separations.....	Number	20	1		8			1	30
Railroad grade separations, widened.....	Number				1				1
Railroad grade separations, repaired.....	Number	1			11				12
Bridges, painted.....	Number	2			51			12	65

<sup>1</sup> This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.

<sup>2</sup> Includes 114.01 miles of 1½-inch and 2-inch surfacing which is the first stage of two-stage construction.



TABLE 24.—CONTRACTS UNDER CONSTRUCTION DURING 1965.  
PORTLAND CEMENT CONCRETE PAVEMENT  
STATE CONTRACTS.

CONSTRUCTION						
Route	Section	County	Contractor	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
SBI 2	(5, 6) (W-1, RS-1)	Perry	Berry Construction Company	24	.....	1.63
SBI 2	50Z-2	Macon	General Paving Company, Inc.	36, var.	0.25	0.09
SBI 2	50Z-3, 50-BR	Macon	General Paving Company, Inc.	24, var.	0.26	0.14
SBI 2	62R-1	McLean	McDougal-Hartmann Company	2@24	1.29	.....
SBI 3	7-R, 7-RB, 7-RB-1	Rock Island	McCarthy Improvement Company	2@24	.....	0.50
SBI 3	18Z-2	Rock Island	Central Engineering Company	2@24	1.44	.....
SBI 3	42(W, R, BR)	Schuyler	Clark Brothers, D. E. Lynch & R. J. Shanks Construction Company	24	.....	1.11
SBI 5	17R-3	Winnebago	Charles Ind Company	24	3.31	.....
SBI 6	30-1	Lee	Ladd Construction Company	2@22	0.19	.....
SBI 16	21-BR	Montgomery	Chism, Inc.	24	0.21	0.02
SBI 16	21(W & RS)	Montgomery	Berry Construction Company	24	1.17	.....
SBI 21	5V-R, 5VB-R	Lake	Eric Bolander Construction Company	24	0.96	.....
SBI 32	2-BR	Moultrie	Howell Asphalt Company	24	.....	1.07
SBI 51	511-B-C-R	Cook	E. J. Albrecht Company	2@36	.....	0.32
SBI 88	101B-1	Whiteside	Ladd Construction Company	24	0.10	.....
SBI 116	(101, 102)-1	Tazewell	Jansen & Schaefer, Inc.	24, 2@24	4.05	.....
SBI 148	126-R	Franklin	Berry Construction Company	24, var.	.....	1.53
FA 2, FAI 55, 74	57-7-(1), 57-7HB-1, 57-20-(1), 56-R	McLean	Eric Bolander Const. Co. & Strunk Brothers Co.	2@24	0.55	.....
FA 7	(C & J)R, JR-HB	DuPage	Eric Bolander Construction Company	2@36	.....	0.99
FA 7	(4 & L)R, 4-BR	Kane	R. W. Dunteman Company	24, var.	8.02	.....
FA 10	13	Tazewell	McDougal-Hartmann Company	2@24	.....	0.61
FA 11, FAS 519	10-72-1	Champaign	General Paving Company, Inc.	2@24	0.42	0.20
FA 12, FAI 70	60-14, 14-B & 33-2	Madison	Hoefken Brothers, Inc.	24	0.30	.....
FA 14	6-1	Williamson	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	4.12	.....
FA 29	21, 21HB-1 & 18-A	Knox	Central Engineering Company	2@24	2.45	.....
FA 29, FAI 74	48-26, 21-K	Knox	Central Engineering Company	24	0.67	.....
FA 30	22	Bureau	Eric Bolander Const. Co. & Strunk Brothers Co.	24	2.25	.....
FA 38	6-R, 6B-1, 6B-2	Jersey	Calhoun County Contracting Corporation	24	1.01	.....
FA 60	106-2, 106-2HB	Lake	Lakeland Construction Company, Inc.	2@24	1.21	.....
FA 61, 8, FAI 80	99-3, 99-3(HB, HB-1, HB-2, HB-3); 10, 10(HB, HB-1, HB-2); I-D-2, ID-2HB	Will	Joliet Bridge & Const. Co. and E. H. Swenson & Son, Inc.	2@24, 24	.....	0.67
FA 61	531-2.1	Cook	Arcole Midwest Corporation	2@36	.....	0.49
FA 61, FAS 116	531-3	Cook	Rock Road Construction Company	2@36	0.58	0.30
FA 61	531-3.1	Cook	Arcole Midwest Corporation	2@36	.....	1.01

CONSTRUCTION

FA 99, FAI 80	1516-804HB & 1516-804	Cook	Thomas McQueen Company	2@60	.....	0.42
FA 194	42-CS	Boone	Charles Ind Company	24, 48	.....	.....
FA 196	2-1, 2HB-1	Sangamon	Sangamo Construction Company	2@24	.....	1.20
FAI 55, 74, FA 2	57-7(1), 57-7HB-1, 57-20(1), 56-R	McLean	Eric Bolander Const. Co. & Strunk Brothers Co.	2@24	.....	1.89
FAI 55, FA 99	1112-636, 50-4X	Cook	The Standard Paving Company	2@24	.....	.....
FAI 57	10-33, 33B-2	Champaign	Parro Const. Corp. & Green Const. of Indiana, Inc.	2@36, var.	.....	.....
FAI 57, 74	10-34-1, 34-B, 10-5-1, 5-1B, 5-1B-1	Champaign	Parro Const. Corp. & Green Const. of Indiana, Inc.	2@24	.....	3.16
FAI 57	15-21	Coles	The Standard Paving Company	2@24	.....	.....
FAI 57	15-22	Coles	The Standard Paving Company	2@24	.....	2.29
FAI 57	41-1, 41-1HB-1	Jefferson	R. B. Potashnick & D. L. Harrison Co.	2@24	.....	2.69
FAI 57	46, 38-1, 38-1B	Kankakee-Iroquois	General Paving Company, Inc.	2@24	.....	3.91
FAI 57	46-1	Kankakee	Arcole Midwest Corporation	24	.....	2.89
FAI 57	46-1HBK	Kankakee	Arcole Midwest Corporation	2@24	.....	1.82
FAI 57	77-1-1	Pulaski	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	.....	6.61
FAI 57	77-1(3, HB-3, B-3, B-4), 16(RS, BY)	Pulaski	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	.....	0.85
FAI 57	77(1-2, 2-1, 2)	Pulaski	S. J. Groves & Sons Company	2@24	.....	2.44
FAI 70	26-0, 26-1, 26-0HB	Fayette	S. J. Groves & Sons Company	2@24	.....	.....
FAI 70	26-2, 26-3-1, 26-2HB-4, 26-3ACB, 26-3HB-1	Fayette	S. J. Groves & Sons Company	2@24	.....	0.51
FAI 70	60-11, 60-11HB	Madison	S. J. Groves & Sons Company	2@24	.....	5.05
FAI 70	60-12	Madison	Hoeffken Brothers, Inc.	2@24	.....	7.60
FAI 70	60-13	Madison	Hoeffken Brothers, Inc.	2@24	.....	.....
FAI 70, FA 12	60-14, 14-B & 33-2	Madison	Hoeffken Brothers, Inc.	2@24	.....	.....
FAI 70	82-4	St. Clair	S. J. Groves & Sons Company	2@24	.....	.....
FAI 74	X3-17, 57-17	Woodford-McLean	Arcole Midwest Corporation	24, 36	.....	0.59
FAI 74	10-5	Champaign	General Paving Company, Inc.	2@24	.....	5.25
FAI 74, FA 29	48-26, 21-K	Knox	Central Engineering Company	2@24	.....	3.79
FAI 74	57-18	McLean	McDougal-Hartmann Company	2@24	.....	.....
FAI 74	72-6	Peoria	S. J. Groves & Sons Company	2@24	.....	2.69
FAI 74	72-7, 7HB-2, 7HB-3, 7-1, 7HB-4	Peoria	McDougal-Hartmann Company	2@24	.....	4.79
FAI 74	90-16; X3-16	Tazewell-Woodford	McDougal-Hartmann Company	2@24	.....	.....
FAI 80	37-1	Henry	McCarthy Improvement Company	2@24	.....	2.96
FAI 80	81-1	Rock Island	Central Engineering Co. & McCarthy Improvement Co.	2@24	.....	2.59
FAI 80	99-2	Will	Arcole Midwest Corporation	2@24	.....	3.70
FAI 80, FA 61, 8	99-3, 99-3(HB, HB-1, HB-2, HB-3); 10, 10(HB, HB-1, HB-2); I-D-2, ID-2HB	Will	Joliet Bridge & Const. Co. and E. H. Swenson & Son, Inc.	2@24	.....	2.10
FAI 80	1315-821	Cook	Kenny Const. Co. of Illinois, Palumbo Excavating & The Standard Paving Company	2@36	.....	.....
FAI 80	1516-822	Cook	W. J. Sheppard & Company	2@36	.....	0.68
FAI 80	1617-823	Cook	Thomas McQueen & Krug Excavating Company	2@36	.....	1.36
FAI 80	1819-824, 1718-807HB	Cook	Thomas McQueen & Krug Excavating Company	2@36	.....	1.18
FAI 270	60-1	Madison	R. B. Potashnick & D. L. Harrison Company	2@24	.....	1.99
FAI 270	60-5	Madison	Hoeffken Brothers, Inc.	2@24	.....	0.66
					1.34	.....
					0.08	.....



TABLE 24.—Continued.  
PORTLAND CEMENT CONCRETE PAVEMENT.—Continued.  
STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
FAI 270.....	60-6, 60-6HB, 60-6HB-1, & 60-10K, 60-10HB, 60-10B, 60-10HB-1.....	Madison.....	Hoeffken Brothers, Inc.....	2@24.....	2.82	.....
FAS 8.....	34(W & RS)	Lake.....	E. A. Meyer Construction Company.....	2@24.....	.....	0.33
FAS 116.....	110-1516.....	Cook.....	Eric Bolander Construction Company.....	2@24.....	.....	0.95
FAS 519.....	4.....	Champaign.....	Parro Construction Corporation.....	2@24.....	.....	0.94
FAS 706.....	58.....	Richland.....	Huckaba & Sons Construction Company.....	24, 26.....	0.44	.....
FAS 906.....	16-CS.....	Williamson.....	Mitchell Contracting Company.....	26.....	0.51	.....
FAS 1060.....	125.....	Winnebago.....	Charles Ind Company.....	2@24.....	0.97	.....
FAS 1061.....	134.....	Winnebago.....	Sjostrom Paving Company.....	2@24.....	1.22	.....
FAS 1724.....	26.....	Efingham.....	C. J. Moritz, Inc.....	40.....	0.10	.....
FAS 1945.....	237.....	St. Clair.....	Keeley Brothers Contracting Company.....	44.....	0.85	.....
Total miles of portland cement concrete pavement—State contracts.....					109.78	64.81

CITY OF CHICAGO CONTRACTS						
Route	Section	County	Contractor	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
FA 22.....	145-1516.1-MFT.....	Cook.....	Consolidated Construction Company.....	2@var.....	.....	0.44
FAI 55.....	145-1717.1-MFT.....		Robert R. Anderson Company.....	2@36.....	0.19	0.46
FAI 55.....	SW-1717.6-3P.....		Krug Excavating Company.....	2@36.....	0.07	0.28
	SW-1818.6-1P.....					
Total miles of portland cement concrete pavement—City of Chicago.....					0.26	1.18
Grand total miles of portland cement concrete pavement.....					110.04	65.99

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE.  
STATE CONTRACTS.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
SBI 1.....	3268-15d-Z-W-1.....	Cook.....	Alpha Construction Company.....	2@4, var.....	.....	0.69
SBI 3.....	38-W.....	McDonough.....	D. E. Lynch & R. J. Shanks and Clark Bros., Inc.....	24.....	0.49	.....
SBI 3.....	42(W, R, BR).....	Schuyler.....	D. E. Lynch & R. J. Shanks and Clark Bros., Inc.....	2@3.....	2.05	.....
SBI 60.....	ZRY-Ext. & ZR-1W.....	Cook.....	J-P Construction Company.....	2@3, 6.....	.....	1.67
SBI 88.....	124-W, 125W-1.....	Marshall-Peoria.....	Strunk Brothers Company.....	2@6, var.....	4.52	.....
				Bit. conc. base	.....	.....
				26, 30.....	1.39	0.68
				Bit. conc. widen.	.....	.....
SBI 133.....	121W-1, 122-W.....	Douglas-Coles-Edgar.....	Champaign Asphalt Company.....	2@3.....	.....	4.93
				24.....	1.04	.....
				Bit. conc. widen.	.....	.....
				2@3.....	9.83	.....
Total—PCC base course (two lanes or more).....						
Total—Bituminous concrete base course (two lanes or more).....						
Total—PCC widening.....						
Total—Bituminous concrete widening.....						
Total miles all base course and widening.....					19.32	7.97



TABLE 24.—Continued.

BITUMINOUS CONCRETE SURFACE ON GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
FA 155.....	401-1.....	Jersey.....	Bridges Paving Company.....	I-11 on flexible base.....	2@24.....	2.66.....	..
FAA 158.....	5RS-2, 6RS-1.....	Cathoun.....	Sangamo Construction Company.....	I-11 on flexible base.....	22.....	7.27.....	..
FAS 19.....	12-XQ.....	McHenry.....	Lakeland Construction Company, Inc.....	B-5 on flexible base.....	37.....	0.50.....	..
FAS 57.....	54-Q.....	Stephenson.....	Freepport Blacktop Construction Company.....	B-5 on flexible base.....	22.....	6.85.....	..
FAS 107.....	81-1Q.....	Kane.....	Geneva Construction Company.....	B-5 on flexible base.....	20.....	3.07.....	..
FAS 208.....	43-Q.....	Stark.....	McNeill Asphalt Company.....	B-5 on asphalt stabilized base.....	20.....	0.98.....	..
FAS 318.....	73-Q.....	Kankakee.....	Gallagher Asphalt Corp. & J. F. Gallagher Co.....	B-5 on flexible base.....	22.....	1.78.....	..
FAS 341.....	16Q-4.....	Ford.....	Mason & Meents Construction Company.....	B-5 on flexible base.....	20.....	3.95.....	..
FAS 367.....	36Q-1.....	Tazewell.....	R. A. Cullinan & Son, Inc.....	B-5 on flexible base.....	22.....	2.82.....	..
FAS 397.....	81-Q.....	Knox.....	Gunther Construction Company.....	B-5 on flexible base.....	22.....	..	1.61
FAS 462.....	34Q-2.....	Tazewell.....	R. A. Cullinan & Son, Inc.....	B-5 on flexible base.....	22.....	3.50.....	..
FAS 473.....	46-RS.....	McLean.....	Hollerich & Walgenbach Company.....	I-11 on flexible base.....	22.....	8.12.....	..
FAS 684.....	49-B.....	Edgar.....	Frank C. Feutz Company.....	I-11 on soil cement base.....	22.....	0.52.....	..
FAS 699.....	36-Q.....	Cumberland.....	Huckaba & Sons Construction Company.....	B-5 on flexible base.....	22.....	6.59.....	..
FAS 789.....	47-2Q.....	Marion.....	Johnston Roadbuilders, Inc.....	B-5 on flexible base.....	22.....	0.57.....	..
FAS 903.....	43-Q.....	Williamson.....	Coles Asphalt Company.....	I-11 on flexible base.....	22.....	..	2.37
FAS 938, FAS 938, FAI 57.....	77-1(3, HB-3, B-3, B-4), 16(RS, BY).....	Pulaski.....	E. T. Simonds Const. Co. & J. D. Barter Const. Co.....	I-11 on flexible base.....	22.....	..	1.11
FAS 958.....	34-Q.....	Massac.....	Midwest Paving Company.....	I-11 on flexible base.....	20.....	..	3.62
FAS 1113.....	62-Q.....	Dekalb.....	Stahl Construction Company.....	B-5 on flexible base.....	24, 42.....	..	..
FAS 1308.....	146X-1Q.....	Will.....	Materials Paving Company.....	B-5 on flexible base.....	20.....	3.59.....	..
FAS 1369.....	38-Q.....	Marshall.....	Strunk Brothers Company.....	B-5 on flexible base.....	20.....	2.98.....	..
FAS 1407.....	47-3Q.....	Will.....	Trygg Paving Company, Inc.....	I-11 on flexible base.....	22.....	4.18.....	..
FAS 1414.....	133-XQ.....	Will.....	Trygg Paving Company, Inc.....	B-5 on flexible base.....	22.....	3.78.....	..
FAS 1470.....	40Q-1.....	Tazewell.....	R. A. Cullinan & Son, Inc.....	B-5 on flexible base.....	22.....	1.13.....	..
FAS 1548.....	3.....	Macon.....	Louis Shaw.....	I-11 on flexible base.....	44, var.....	3.73.....	..
FAS 2179.....	122-Q.....	Lee.....	Ladd Construction Company.....	I-11 on flexible base.....	20.....	1.10.....	..
FAS 2191.....	34-1Q.....	Whiteside.....	Rein, Schultz & Dahl, Inc.....	B-5 on flexible base.....	22.....	4.07.....	..
Total—Subclass I-11 on flexible and soil-cement base.....			Total miles of Subclass I-11 and B-5 on flexible and soil-cement base.....			25.35.....	7.10
Total—Subclass B-5 on flexible and soil-cement base.....						50.29.....	1.61
							8.71



BITUMINOUS CONCRETE SURFACING OF RIGID-TYPE PAVEMENTS.  
STATE CONTRACTS.

CONSTRUCTION

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1965	Mileage Uncom-pleted
SBI 1.....	(16, 17, 18)RS.	Lawrence.....	Ralph Rogers & Company, Inc.....	I-11.....	24.....	7.19	20.29
SBI 1.....	47-K & 47-HB.	Vermilion.....	McCalman Construction Company.....	I-11.....	2@24.....		1.19
SBI 1.....	3268-15d-Z-W-IRS.	Cook.....	Gallagher Asphalt Corporation.....	I-11.....	2@24, var..		21.49
SBI 2.....	(5, 6) (W-L, RS-1).	Perry.....	Berry Construction Company.....	I-11.....	24.....		4 54.80
SBI 2.....	23, 24(W, RS), 24-BR.	Fayette.....	Alpha Asphalt Corporation.....	I-11.....	24.....		50.54
SBI 2.....	48Z-2.....	Macon.....	Macon County Asphalt Company.....	I-11.....	42, 46.....		0.22
SBI 2.....	50Z-3, 50-BR.	Macon.....	General Paving Company, Inc.....	I-11.....	45, 48, 60	0.64	11.97
SBI 3.....	(65, 65X, 66, 66Y-1, 8-CS)RS.	Woodford.....	Hollerich & Walgenbach Company.....	I-11.....	18, var.....		19.13
SBI 3.....	(1, 2)RS.	Morgan.....	Illinois Valley Asphalt, Inc.....	I-11.....	18.....		
SBI 3.....	5(W, RS).	Cass.....	P. H. Broughton & Sons, Inc.....	I-11.....	24.....	22.30	
SBI 3.....	38-RS.	McDonough.....	George E. Hoffman & Sons, Inc.....	I-11.....	24, var.....	3.30	
SBI 3.....	56, 57(W, RS).	Greene-Jersey.....	Calhoun County Contracting Corporation.....	I-11.....	24.....		67.44
SBI 4.....	1964-13RS.	Cook.....	George H. Hartong, Inc.....	I-11.....	40, var.....	0.94	
SBI 5.....	(5Y-4WY & 4Y)RS-2.....	DuPage.....	Black Top Roads Company.....	I-11.....	40, var.....	3.15	
SBI 7.....	20-1.....	Stephenson.....	Freepport Blacktop Construction Company.....	I-11.....	2@24.....	50.77	
SBI 16.....	H-RS-1.....	LaSalle.....	Central Asphalt Company.....	I-11.....	18, 20.....	3.91	
SBI 16.....	21(W, RS).	Montgomery.....	Perry Construction Company.....	I-11.....	24.....		20.86
SBI 17.....	22, 24-Z(W, RS).	Montgomery.....	Litchfield Bituminous Corporation.....	I-11.....	24.....	20.26	
SBI 19.....	15RS-1.....	Livingston.....	Rein, Schultz & Dahl, Inc.....	I-11.....	18.....	12.14	
SBI 19.....	1964-14RS.	Cook.....	Milburn Brothers, Inc.....	I-11.....	40, var.....	3.20	
SBI 19.....	1965-17RS.	Cook.....	Arcole Midwest Corporation.....	I-11.....	40, 44.....	62.22	
SBI 19.....	1965-18RS.	Cook.....	Allied Asphalt Paving Company.....	I-11.....	40, 44, 58.		1.82
SBI 21.....	1(W, RS) & 2(W & RS)-1.....	Lake.....	Lakeland Construction Company, Inc.....	I-11.....	2@24.....		54.70
SBI 22.....	12R-3-I.....	Will.....	Trygg Paving Company, Inc.....	I-11.....	22.....		0.14
SBI 22.....	1965-9RS.	Cook.....	Gallagher Asphalt Corporation.....	I-11.....	36.....	0.22	
SBI 24.....	(1, J)RS-1.....	Tazewell.....	R. A. Cullinan & Son, Inc.....	I-11.....	16.....	1.08	
SBI 24.....	1(RS-1).	Christian.....	Macon County Asphalt Company.....	I-11.....	18, 24.....	1.24	
SBI 25.....	28X-1RS.	Champaign.....	Champaign Asphalt Company.....	I-11.....	2@22, 22.....	3.26	
SBI 30.....	14(R & BR-2).	Stark.....	Valley Builders, Inc.....	I-11.....	24.....	50.69	
SBI 39.....	(10, 11)RS & 12RS-1.....	DeWitt-Piatt.....	Macon County Asphalt Company.....	I-11.....	18.....	112.18	
SBI 46.....	1965-3RS.	Cook.....	Municipal Paving Company.....	I-11.....	40, 52.....	1.50	1.53
SBI 48.....	130(W, RS).	Macon.....	General Paving Company, Inc.....	I-11.....	2@24.....	50.25	
SBI 49.....	(109, 110, 111, 112)RS.	Clark-Jasper-Cumberland.....	The Denver Asphalt Company.....	I-11.....	18.....	114.02	
SBI 50.....	50-1-W-Y & RS.	Cook.....	Robert R. Anderson Company.....	I-11.....	1@33, 1@41.	20.84	
SBI 55.....	78-2-Y & RS.	Cook.....	J. M. Corbett Company.....	I-11.....	2@24.....		51.47
SBI 58.....	584-Y-1 & RS.	Cook.....	Arcole Midwest Corporation.....	I-11.....	2@36.....		50.86
SBI 59.....	110-VBR.	Cook.....	Eric Bolander Construction Company.....	I-11.....	24.....	0.15	
SBI 59.....	114-BY.	Will.....	Joliet Bridge & Construction Company.....	I-11.....	24.....		20.23
SBI 60.....	(SY-1, SY-2, SY-3)RS.	Lake.....	Peter Baker & Son Company.....	I-11.....	2@20, 22, 33	5.35	
SBI 60.....	ZRY-Ext. & ZR-1-RS.	Cook.....	Rock Road Construction Company.....	I-11.....	2@24, var..	0.79	3.63
SBI 60.....	111(W & RS).	McHenry.....	H. J. Curran Contracting Company.....	I-11.....	24.....	43.18	
SBI 69.....	128(W, RS)-2, 135-CS.	Will.....	Arcole Midwest Corporation.....	I-11.....	2@24.....		43.11
SBI 72.....	(119, 120)RS-1.....	Ogle.....	Rein, Schultz & Dahl, Inc.....	I-11.....	18.....	19.71	
SBI 78.....	147, 148(X, RS).	Morgan.....	Illinois Valley Asphalt, Inc. & Freesen Bros., Inc.....	I-11.....	24.....	62.86	
SBI 83.....	129(W & RS).	Mercer.....	Gunther Construction Company.....	I-11.....	24.....	20.27	
SBI 83.....	131-RS.	Henry.....	Gunther Construction Company.....	I-11.....	18.....	18.95	
SBI 88-A.....	101-RS.	Stark.....	Hollerich & Walgenbach Company.....	I-11.....	18.....	16.48	
SBI 88.....	(104, 104X)RS-1.....	Bureau.....	Strunk Brothers Company.....	I-11.....	18.....	0.98	
SBI 89.....	(102, 114)RS-2.....	Lee-Bureau.....	Ladd Construction Company.....	I-11.....	18, 22.....	7.68	



TABLE 24.—Continued.

BITUMINOUS CONCRETE SURFACING OF RIGID-TYPE PAVEMENTS.—Continued.  
STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1965	Mileage Uncompleted
SBI 95.....	(122, 123, 126, 127, 127 Ext.) RS.....	McDonough-Fulton.....	George E. Hoffman & Sons, Inc.....	I-11.....	18.....	122.69	.....
SBI 95-A.....	(106, 107) RS.....	Hancock.....	W. L. Miller Company.....	I-11.....	18.....	17.54	14.64
SBI 97.....	142-RS, 143RS-1.....	Fulton.....	Gunther Construction Company.....	I-11.....	24, 36, var...	6.42	.....
SBI 104.....	142RS-2.....	Sangamon.....	Sangamo Construction Company.....	I-11.....	18.....	1.89	.....
SBI 104.....	142, 143(X, RS-1), 142B-1, 143B-1.....	Christian.....	Sangamo Const. Co. & Freesen Brothers, Inc.....	I-11.....	24.....	52.29	.....
SBI 106.....	101(X, RS-1) & 101B-1.....	Pike.....	Caldwell Engineering Company.....	I-11.....	24.....	.....	50.82
SBI 121.....	134(X, RS-1).....	Logan.....	Macon County Asphalt Company.....	I-11.....	24.....	52.02	.....
SBI 122.....	(128, 129) RS.....	McLean.....	Hollerich & Walgenbach Company.....	I-11.....	18.....	17.04	.....
SBI 129.....	105-RS.....	Shelby.....	Macon County Asphalt Company.....	I-11.....	18.....	19.68	.....
SBI 133.....	121RS-1, 122-RS.....	Douglas-Coles-Edgar.....	Howell Asphalt Company.....	I-11.....	24, var.....	10.87	.....
SBI 142-A.....	101-I.....	Wayne.....	Midwest Paving Company.....	I-11.....	24.....	40.16	.....
SBI 148.....	126(W, RS-2).....	Franklin.....	Midwest Paving Company.....	I-11.....	24.....	46.20	.....
SBI 150.....	135(W, RS, B-1).....	Alexander.....	Edgar Stephens & Sons, Inc.....	I-11.....	24.....	.....	52.31
SBI 175.....	104-RS.....	Peoria.....	George E. Hoffman & Sons, Inc.....	I-11.....	49.....	0.26	.....
FA 5.....	(6, 7, 8, 9) RS.....	Grundy-Livingston.....	Rein, Schultz & Dahl, Inc.....	I-11.....	24.....	18.85	.....
FA 5.....	(10, 11, 12, 13) RS.....	Livingston-McLean.....	Rein, Schultz & Dahl, Inc.....	I-11.....	24.....	18.36	.....
FA 7.....	(4 & L) R, 4-BR.....	Kane.....	R. W. Dunteman Company.....	I-11.....	40, var.....	0.24	.....
FA 24.....	5, 5-Z, 99(R, W, RS), 5B-1, 5-BR.....	LaSalle.....	Cephas Williams Co. & J. P. Wetherby Const. Corp.....	I-11.....	2@24, 44, var.....	.....	51.48
FA 25.....	3, 4, 134(X, RS).....	Christian.....	General Paving Company, Inc.....	I-11.....	24, var.....	51.23	52.62
FA 30.....	8-RS.....	Peoria.....	Peoria Blacktop, Inc.....	I-11.....	40.....	0.93	.....
FA 42, CHS 33.....	1964-17RS.....	Cook.....	George H. Hartong, Inc.....	I-11.....	42, 46.....	2.73	.....
FA 42.....	3271A-15d-Z-Y & RS.....	Cook.....	W. J. Sheppard & Company.....	I-11.....	2@31.....	50.62	.....
FA 61.....	29(W & RS-1).....	Will.....	Trygg Paving Company, Inc.....	I-11.....	24, 2@24.....	.....	451.01
FA 101.....	1-R.....	Jackson-Williamson.....	Mitchell Contracting Company.....	I-11.....	22, var.....	0.48	.....
FA 103.....	(119, 120) W, RS; 119B-I, 120SB-1-I, (120-S-1) RS.....	Lake.....	Peter Baker & Son Company.....	I-11.....	24.....	453.47	.....
FA 155.....	401-I.....	Jersey.....	Bridges Paving Company.....	I-11.....	40.....	50.38	.....
FA 164.....	105(W, RS).....	Greene.....	Madison Construction Company, Inc.....	I-11.....	24.....	52.55	.....
FA 169.....	15(W, RS-2).....	Sangamon.....	Sangamo Const. Co. & Sankey Brothers, Inc.....	I-11.....	2@24, var.....	51.11	.....
FA 169.....	15(W-1, RS-3).....	Sangamon.....	Sangamo Const. Co. & Sankey Brothers, Inc.....	I-11.....	2@24.....	50.81	.....
FAI 94.....	X102-1965-1DS-DR.....	Cook.....	J. M. Corbett Company.....	I-11.....	2@36.....	0.30	.....
FAS 8.....	34(W & RS).....	Lake.....	E. A. Meyer Construction Company.....	I-11.....	2@24.....	.....	50.19
FAS 116.....	110-1516.....	Cook.....	Eric Bolander Construction Company.....	I-11.....	2@26, var.....	.....	50.15
FAS 157.....	.....	.....	.....	.....	.....	.....	.....
SBI 62.....	115X(W & RS-1) & 115-B-I.....	McHenry.....	E. M. Melahn Construction Company.....	I-11.....	2@24.....	50.84	.....
FAS 498.....	71-Q.....	Vermilion.....	Danville Asphalt Company, Inc.....	I-11.....	22.....	.....	2.01
FAS 529.....	229-Q.....	Champaign-Piatt.....	Parro Construction Corporation.....	I-11.....	22.....	.....	51.77
FAS 1061.....	134.....	Winnebago.....	Sjostrom Paving Company.....	I-11.....	2@24.....	50.26	.....
FAS 1546.....	44-B.....	Macon.....	J. L. Simmons Company, Inc.....	I-11.....	22.....	50.05	.....



CONSTRUCTION

FAS 1724	26	Effingham	C. J. Moritz, Inc.	I-11	26	60.11	
CHS 003	1965-5RS	Cook	Allied Asphalt Paving Company	I-11	24	3.33	
CHS 003	1965-5RS-1	Cook	Allied Asphalt Paving Company	I-11	24, 42	3.40	
CHS 016	1965-7RS	Cook	Leininger Construction Company	I-11	26	0.48	
CHS 022	1965-22RS	Cook	Allied Asphalt Paving Company	I-11	40, 52		1.25
CHS 037	1965-24RS	Cook	The Standard Paving Company	I-11	18, 26		1.62
CH 047	1965-4RS	Cook	Arcole Midwest Corporation	I-11	22		
CHS 051	1965-25RS & D-4-SP Drive	Cook	Gallagher Asphalt Corporation	I-11	20, var.	1.24	
CHS 067	1965-27RS	Cook	Chicago Paving & Construction Company	I-11	40	1.00	
CHS 1	(2 & 3)RS	Christian	Macon County Asphalt Company	I-11	18	0.50	
CHS 4	30(W & RS)	DuPage	Arrow Road Construction Company	I-11	24, 42	13.89	
CH 6	29(W, RS)	DuPage	Arrow Road Construction Company	I-11	24	42.30	
CH 9-A	A-RS	Tazewell	R. A. Cullinan & Son, Inc.	I-11	24	41.14	
CHS 18, 21	1(W & RS)	McHenry	Lakeland Construction Company, Inc.	I-11	10	0.81	
CHS 24	1965-23RS	Cook	Donohoe Asphalt & Paving Company	I-11	18, var.	2.49	
CHS 41	(70, 65, 31)RS	Will	The Crown Rock Asphalt Company	I-11	18, var.	4.63	
CH 61	66(W & RS)	Will	Walsh Oil Company	I-11	40, var.	3.42	
CHS 105	1965-20RS	Cook	Allied Asphalt Paving Company	I-11	22, 40	40.98	
CH 123	3228B-15d-Z-L	Cook	Best Built Company of Illinois	I-11	Var.	3.09	
CHS 123	3228D-15d-Z-Y & RS.	Cook	Arcole Midwest Corporation	I-11	2@24, 2@36	50.34	51.25
CH 130,							
SBI 63	3035-15d-Z-Y & RS.	Cook	Rock Road Construction Company	I-11	2@36	52.15	
CHS 130, 019,							
SBI 46	3035-15d-Z-Y-1 & RS.	Cook	Milburn Brothers, Inc.	I-11	2@36, 2@24		52.49
CHS 133	1965-55RS	Cook	Arcole Midwest Corporation	I-11	2@5		1.51
CHS 141,							
SBI 46	1965-6RS	Cook	Rock Road Construction Company	I-11	20, var.	2.45	
CHS 185	1965-8RS	Cook	Ready Paving & Construction Company	I-11	22, 40		1.67
CHS 189	1965-21RS	Cook	Brighton Building & Maintenance Company	I-11	42	0.27	
Dist. 4	Bituminous Resurfacing						
	1965-2	Bureau-Stark	Strunk Brothers Company	I-11	18	14.31	
Dist. 4	Bituminous Resurfacing						
	1965-4	Warren	McCarthy Improvement Company	I-11	18	12.39	
Dist. 8	Bituminous Resurfacing						
	1965-3	Macoupin-Madison	Rex Construction Company	I-11	18	12.99	13.10

Total miles of bituminous concrete surfacing of rigid-type pavements—State Contracts...						289.68	75.31
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CITY OF CHICAGO CONTRACTS.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1965	Mileage Uncompleted
FA 22	145-1516.1-MFT,						
	145-1717.1-MFT		Consolidated Construction Company	I-11	2@var.		51.07
FA 99	50-4X-1		Leininger Construction Company	I-11	Var.		50.15
Total miles of bituminous concrete surfacing of rigid-type pavements—City of Chicago contracts.....						0.00	1.22



TABLE 24.—Continued.  
BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS.—Concluded.  
COOK COUNTY CONTRACTS.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1965	Mileage Uncompleted
FA 122.....	067-2122-MFT.....	Cook.....	Contracting & Material Company..... J. M. Corbett Company.....	I-11....	2@36.....	50.22	50.91
FA 122.....	067-2223-MFT.....	Cook.....		I-11....	2@48.....	50.66	50.05
Total miles of bituminous concrete surfacing of rigid-type pavements—Cook County contracts.....						0.88	0.96
Grand total miles of bituminous concrete surfacing of rigid-type pavements.....						290.56	77.49

<sup>1</sup> Nonstandard surfacing which is the first stage of two-stage construction.

<sup>2</sup> Contract includes widening of existing portland cement pavement with portland cement concrete base course.

<sup>3</sup> Contract includes widening of existing portland cement pavement with flexible base course.

<sup>4</sup> Contract includes widening of existing portland cement pavement with bituminous concrete base course.

<sup>5</sup> Contract includes construction of full-width portland cement concrete base course.

<sup>6</sup> Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to resurfacing.

CONSTRUCTION

GRAVEL SURFACES.  
STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1965	Mileage Uncom-pleted
FAS 352.....	167-G.....	Livingston.....	Valley View Dirt & Gravel Company.....	A	21	5.51	.....
FAS 357.....	5G-1.....	Woodford.....	Vernon Henry.....	B	22	.....	2.04
FAS 359.....	6G-1.....	Woodford.....	R. A. Cullinan & Son, Inc.....	B	22	2.31	.....
FAS 362.....	32G-2.....	Woodford.....	Vernon Henry.....	B	22	2.54	.....
FAS 473.....	46-W.....	McLean.....	Rowe Construction Company.....	B	2@2	1.59	.....
FAS 480.....	161G-2.....	Livingston.....	Rowe Construction Company.....	A	21	2.09	.....
FAS 796.....	51-G.....	Wayne.....	C. H. Rumburg Excavating.....	B	20	2.64	.....
FAS 799.....	30-B.....	Clay.....	C. H. Rumburg Excavating.....	B	20	0.51	.....
FAS 828.....	85-2G.....	Jefferson.....	C. H. Rumburg Excavating & Gill Construction Co.....	B	.....	.....	.....
FAS 935.....	25-G.....	Hardin.....	Rigsby & Barnard Construction Company.....	B	23	3.14	.....
FAS 1068.....	20-2G.....	Carroll.....	Thronson Construction Company, Inc.....	B	18	1.90	.....
FAS 1069.....	62-G.....	Ogle.....	Oregon Construction Company.....	B	22	3.89	.....
FAS 1113.....	62-G.....	DeKalb.....	Lakeland Construction Company, Inc.....	B	23	0.93	.....
FAS 1125.....	64-G.....	DeKalb.....	S. S. Viland Construction Company.....	B	26, 42	3.43	.....
					22	2.87	.....

FAS No.	City	Contract Description	Material	Quantity	Unit Price	Total
FAS 1221	Henry	Miller & Dilenbeck	B	22	2.00	5.41
FAS 1235	McHenry	E. M. Melahn Construction Company	A	24	0.71	
FAS 1261	Kendall	Davis Construction Company	B	22	3.39	
FAS 1268	Grundy	Charles O'Brien & Son Construction Company, Inc.	B	22	1.82	
FAS 1271	LaSalle	LaSalle County Portable, Inc.	B	22, 24	4.22	
FAS 1300	Kankakee	Azzarelli Construction Company	A	20	0.05	
FAS 1300	Kankakee	Azzarelli Construction Company	A	20	0.10	
FAS 1306	Will	Orr Construction Company	B	24	5.98	
FAS 1306	Will	Trygg Paving Company, Inc.	B	24	4.73	
FAS 1329	Iroquois	Champaign Asphalt Co. & Dwight Shoemaker Bridge Company	A	22	0.24	
FAS 1336	Iroquois	Reeves Brothers Construction Company	A	22	2.40	
FAS 1365	LaSalle	LaSalle County Portable, Inc.	B	24		2.99
FAS 1370	Marshall	Strunk Brothers Company	B	22		1.88
FAS 1381, 1386	Peoria	Swords & Dietz	B	24		
FAS 1483	McLean	Dean Berenz Asphalt Company, Inc.	B	24, 26	3.13	
FAS 1604	Ogle	Rockford Blacktop Construction Company	B	24	2.03	
FAS 1660	Clark	Frank F. Bubeck	A	24	4.75	
FAS 1828	Jefferson	Roy R. Reiman Construction Company	B	23	0.44	6.56
FAS 1892	Saline	Rigsby & Barnard Construction Company	B	18	3.01	
FAS 1921	Union	Roy R. Reiman Construction Company	B	22	1.77	
FAS 1926	Union	Denny & Sons, Inc.	B	22	0.54	
Total—Type A					11.39	0.15
Total—Type B					63.12	18.88
Total miles of gravel surfaces					74.51	19.03

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.  
STATE CONTRACTS.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
FA 155.....	432-G.....	Greene-Jersey.....	Charles E. Mahoney Company.....	A-3	22	.....	5.21
FH 13.....	38-Q.....	Alexander.....	Denny & Sons, Inc.....	A-3	20	0.79	.....
FH 13.....	39-Q.....	Alexander.....	Bishop Burd.....	A-3	20	.....	0.77
Senate Bill 275	1.....	McLean.....	Charles O'Brien & Son Construction Com- pany, Inc.....	A-3	22	1.26	.....
Twp. Rd. 344.	3.....	Jackson.....	Mitchell Contracting Company.....	A-3	20	.....	1.09
FAS 177.....	133-Q.....	Lee.....	Ladd Construction Company.....	A-3	20	2.29	.....
FAS 242.....	U5-Q.....	Bureau.....	Strunk Brothers Company.....	A-3	22	.....	2.62
FAS 250.....	33-3Q.....	Bureau.....	Strunk Brothers Company.....	A-3	22	.....	2.48
FAS 300.....	23Q-1.....	Kendall.....	Davis Construction Company.....	A-3	22	2.98	.....
FAS 407.....	103-Q.....	Warren.....	Swords & Dietz.....	A-3	20	.....	5.38
FAS 413, 1409.	102-Q.....	Warren.....	Burlington Roadbuilders, Inc.....	A-3	20	4.38	.....
FAS 417.....	35-Q.....	Henderson.....	Burlington Roadbuilders, Inc.....	A-3	20	.....	4.21



TABLE 24.—Continued.  
GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.—Concluded.  
STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
FAS 418.....	14-GI.....	Henderson.....	County Day Labor.....	A-2	20	.....	0.97
FAS 433.....	45-IG.....	Hancock.....	Hollenbeak Construction Company.....	A-1	22	1.51	.....
FAS 446.....	60-Q.....	Fulton.....	Canton Contractors.....	A-3	20	5.61	.....
FAS 447.....	61-B.....	Fulton.....	H. H. Mass Construction Company.....	A-3	22	.....	0.43
FAS 483.....	24-B.....	DeWitt.....	Berry Construction Company.....	A-3 on soil cement	20	.....	0.89
FAS 556.....	14Q-1.....	Christian.....	County Day Labor.....	A-2	24	.....	3.94
FAS 561.....	56-Q.....	Logan.....	Johnston Roadbuilders, Inc.....	A-3	20	2.40	.....
FAS 564.....	63-Q.....	Logan.....	R. A. Cullinan & Son, Inc.....	A-3	20	.....	1.26
FAS 564.....	67-Q.....	Logan.....	R. A. Cullinan & Son, Inc.....	A-3	20	.....	2.00
FAS 577.....	24-Q.....	Cass.....	Freese Brothers, Inc.....	A-3	22	5.21	.....
FAS 582.....	19-GR.....	Brown.....	Freese Bros., Inc. & Illinois Valley As- phalt, Inc.....	A-3	22	0.13	.....
FAS 595.....	72-Q.....	Adams.....	Diamond Construction Company.....	A-3	20	.....	1.84
FAS 596.....	39-Q, 14-QR.....	Pike-Adams.....	Diamond Construction Company.....	A-3	20	4.14	.....
FAS 635.....	31-B, 103-B.....	Christian-Sangamon.....	Neal Lentz Construction, Inc.....	A-3	22	0.84	.....
FAS 679.....	47-Q.....	Edgar.....	Frank C. Feutz Company.....	A-3	20	.....	0.99
FAS 704.....	43-Q.....	Jasper.....	Huckaba & Sons Const. Co. & A. J. Walker Const. Co.....	B-3 on soil cement	20	.....	6.32
FAS 721.....	14-Q.....	Montgomery.....	Litchfield Bituminous Corporation.....	A-3	20	6.38	.....
FAS 732.....	22-Q.....	Greene.....	Calhoun County Contracting Corporation.....	A-3	20	.....	2.78
FAS 786.....	32-Q.....	Clinton.....	Keene Roadbuilders, Inc.....	A-3	37	0.55	.....
FAS 801.....	70-Q.....	Lawrence.....	D. M. Lake Construction Company.....	B-3 on soil cement	20	3.21	.....
FAS 881.....	33-1Q.....	Hamilton.....	Mt. Carmel Sand & Gravel Company.....	A-3 on soil cement	20	3.89	.....
FAS 893.....	37-Q.....	Saline.....	Denny & Simpson Stone Company, Inc.....	A-3	20	1.42	.....
FAS 923.....	43(Q, B, B-1).....	Union.....	Dale Denny Construction Company.....	A-3 on waterbound macadam	20	.....	3.65
FAS 938.....	(16 & 19)Q.....	Pulaski.....	Johnson County Asphalt, Inc. & Johnston Roadbuilders, Inc.....	A-3	20	2.32	.....
FAS 1182.....	134-Q.....	Lee.....	Raymond C. Hoffman.....	A-3	20	0.71	.....
FAS 1212, 214.....	60-Q.....	Mercer.....	Strunk Brothers Company.....	A-3	22	.....	5.25
FAS 1227.....	R-6Q.....	Bureau.....	Ladd Construction Company.....	A-3	22	1.42	.....
FAS 1232.....	HA-1Q.....	Bureau.....	Strunk Brothers Company.....	A-3	22	.....	2.13
FAS 1248.....	20-5Q.....	Bureau.....	Strunk Brothers Company.....	A-3	22	.....	2.18
FAS 1300.....	146-B.....	Kankakee.....	Azzarelli Construction Company.....	A-3	20	.....	0.08
FAS 1490.....	23-B.....	DeWitt.....	Ben Harrison & Sons.....	B-2 on asphalt stab. base	22	0.43	.....
FAS 1546.....	44-Q.....	Macon.....	Macon County Asphalt Company.....	A-3	22	.....	.....
FAS 1600.....	71-Q.....	Adams.....	W. E. Markword Construction Company.....	A-1	24	.....	1.62
FAS 1702.....	44-1Q.....	Crawford.....	County Day Labor.....	B-3	22	.....	2.05
							1.02

FAS 1714.....	42-2Q.....	Fayette.....	Johnston Roadbuilders, Inc.....	A-3 on soil cement	22	.....	2.21
FAS 1737.....	30Q-2.....	Macoupin.....	Litchfield Bituminous Corporation.....	A-3	20	.....	2.94
FAS 1823.....	46-Q.....	Perry.....	Keene Roadbuilders, Inc.....	A-3	20	4.37	.....
FAS 1872.....	59-Q.....	Franklin.....	Mitchell Contracting Company.....	A-3	20	2.50	.....
FAS 1879.....	32-1Q.....	Hamilton.....	Mt. Carmel Sand & Gravel Company.....	A-3 on soil cement	20	3.94	.....
FAS 1879.....	34-1Q.....	Hamilton.....	Mt. Carmel Sand & Gravel Company.....	A-3 on soil cement	20	4.02	.....
FAS 1930.....	21-Q.....	Pope.....	B & T Construction Company.....	A-3 on soil cement	20	3.04	.....
FAS 1931.....	30-Q.....	Johnson.....	E. T. Simonds & J. D. Barter Const. Co.....	A-3	20	3.23	.....
Total—A-1, gravel or crushed stone base.....						1.51	2.05
Total—A-2, gravel or crushed stone base.....						0.00	4.91
Total—A-3, gravel or crushed stone base.....						53.36	43.64
Total—A-3, soil cement base.....						14.89	3.10
Total—A-3, waterbound macadam base.....						0.00	3.65
Total—B-2, asphalt stabilized base.....						0.00	1.62
Total—B-3, gravel or crushed stone base.....						0.00	1.02
Total—B-3, soil cement base.....						3.21	6.32
Total miles of gravel, crushed-stone, or soil-cement base and bituminous surface course.....						72.97	66.31

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE.  
STATE CONTRACTS.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1965	Mileage Uncom- pleted
Other							
Road #1...	6-I.....	Calhoun.....	Freesen Bros., Inc. & Illinois Valley As- phalt, Inc.....	A-3	22, var.	1.28	.....
Senate Bill 275 1.....		Carroll.....	Rein, Schultz & Dahl, Inc.....	A-1	16, 18, 20	4.59	.....
Senate Bill 275 1-1.....		Henry.....	McNeill Asphalt Company.....	A-1	12, 18, var.	2.80	.....
FAS 347.....	68-Q.....	Livingston.....	Trico Paving, Inc.....	A-3	20	5.56	.....
FAS 420.....	47-Q.....	Hancock.....	Gem Contracting & Paving, Inc.....	A-3	22	2.24	.....
FAS 480.....	117-Q.....	Livingston.....	Mason & Meents Construction Company.....	A-3	20	3.18	.....
FAS 480.....	161Q-1.....	Livingston.....	Mason & Meents Construction Company.....	A-3	20	1.77	.....
FAS 749.....	24-Q.....	Jersey.....	Charles E. Mahoney Company.....	B-1	18, 38	4.31	.....
FAS 1253.....	6-Q.....	Putnam.....	Trompeter Construction Company.....	A-3	22	3.02	.....
FAS 1261.....	32Q-1.....	Kendall.....	Aurora Blacktop, Inc.....	A-3	20	1.52	.....
FAS 1272.....	46-Q.....	Grundy.....	Charles O'Brien & Son Construction Co., Inc.....	A-3			
FAS 1320.....	139-Q.....	Iroquois.....	Mason & Meents Construction Company.....	A-3	20	1.00	.....
FAS 1336.....	218-Q.....	Iroquois.....	Mason & Meents Construction Company.....	A-3	20	2.50	.....
FAS 1349.....	40-Q.....	Ford.....	Mason & Meents Construction Company.....	A-3	20	5.97	.....
FAS 1439.....	46-Q.....	Hancock.....	Gem Contracting & Paving, Inc.....	A-3	22	4.03	.....
						4.25	.....
Total—Subclass A-1.....						7.39	0.00
Total—Subclass A-3.....						36.32	0.00
Total—Subclass B-1.....						4.31	0.00
Total miles of bituminous surfacing and reconstruction of existing gravel or crushed-stone surface....						48.02	0.00



TABLE 24.—Continued.  
INTERMITTENT BITUMINOUS RESURFACING—SUBCLASS I-11 (MODIFIED).  
STATE CONTRACTS.

Route or District	Section	County	Contractor	Square Yards Completed 1965	Square Yards Uncompleted
SBI 1	(1X, 2)RS	Iroquois	D. E. Lynch Construction Company	29, 579	
SBI 7, FA 97	E-RS-1, (4 & 5)RS	LaSalle	J. P. Wetherby Construction Corporation	99, 733	
SBI 17	(6, 7)RS	LaSalle	Cephas Williams Company	34, 488	
SBI 18	(19, 20, 20X)RS-1	LaSalle	Hollerich & Walgenbach Company	31, 372	
SBI 36, FA 38	(20X-3)RS-1, 34RS-1	Pike	Sangamo Construction Company	10, 951	
SBI 39, 119	(4-RS, 4RS-1), (103-RS, 103RS-1)	McLean	Lehigh Paving Company	52, 510	
SBI 70-A	(110 & 111)RS-1	LaSalle-Livingston	J. P. Wetherby Construction Corporation	103, 097	
SBI 118-A	108-RS	Livingston	Cephas Williams Company	50, 584	
1	Bit. Resurf. 1965-1	Lake	Peter Baker & Son Company	58, 378	
1	Bit. Resurf. 1965-2	McHenry-Kane-DeKalb	H. J. Curran Contracting Company	66, 578	
1	Bit. Resurf. 1965-3	DeKalb-Kane-Ogle-LaSalle	Geneva Construction Company & Stahl Construction Company		
1	Bit. Resurf. 1965-4	Cook-DuPage	Black Top Roads Company	60, 480	
1	Bit. Resurf. 1965-5	Will-Kendall-Cook	The Crown Rock Asphalt Company	45, 237	
2	Bit. Resurf. 1965-1	Stephenson-Winnebago	Freepport Blacktop Construction Company	35, 888	
2	Bit. Resurf. 1965-2	Bureau-Henry-Whiteside	McNeill Asphalt Company	98, 736	
2	Bit. Resurf. 1965-3	Ogle	Rein, Schultz & Dahl, Inc.	55, 880	
2	Bit. Resurf. 1965-4	Henry-Whiteside	McNeill Asphalt Company	39, 976	
2	Bit. Resurf. 1965-5	Rock Island	Central Engineering Company	36, 314	
4	Bit. Resurf. 1965-1	McDonough-Fulton	Coggeshall Construction Company	52, 800	
4	Bit. Resurf. 1965-3	Hancock	W. L. Miller Company	58, 779	
4	Bit. Resurf. 1965-5	Peoria	Peoria Blacktop, Inc.	32, 569	
4	Bit. Resurf. 1965-6	Tazewell	Peoria Blacktop, Inc.	26, 353	
4	Bit. Resurf. 1965-7	Knox-Peoria	Peoria Blacktop, Inc.	36, 904	
5	Bit. Resurf. 1965-1	DeWitt-Douglas-Champaign-Logan-Piatt-Edgar-Vermilion	Peoria Blacktop, Inc.	33, 822	
6	Bit. Resurf. 1965-1	Adams-Hancock	Lehigh Paving Company	30, 799	
7	Bit. Resurf. 1965-1	Various	W. L. Miller Company	9, 740	
8	Bit. Resurf. 1964-1	Madison-Monroe-St. Clair	Howell Asphalt Company	128, 042	
8	Bit. Resurf. 1965-1	Madison-Bond	Thompson Asphalt Company	34, 815	
8	Bit. Resurf. 1965-2	St. Clair-Madison	Alpha Asphalt Corporation	49, 050	
9	Bit. Resurf. 1965-1	Various	Alpha Asphalt Corporation	35, 533	
9	Bit. Resurf. 1965-2	Jackson	Johnson County Asphalt, Inc.	34, 460	45, 540
9	Bit. Resurf. 1965-3	Alexander	Gilmore Asphalt Products, Inc.	32, 897	
Various	1964-105	Cook	Gilmore Asphalt Products, Inc.	70, 228	
Various	1964-106RS	Cook	Carlson Asphalt Company, Inc.	6, 376	
Various	1965-14RS	Cook	Rock Road Construction Company	3, 090	
Various	1965-15RS	Cook	Arcole Midwest Corporation	9, 280	
Various	1965-16RS	Cook	Gallagher Asphalt Corporation	9, 972	
		Cook	Rock Road Construction Company	5, 740	
Total square yards of intermittent bituminous resurfacing—Subclass I-11 (modified)				1, 621, 030	45, 540

GRADING.  
STATE CONTRACTS.

Route	Section	County	Contractor	Mileage Completed 1965	Mileage Uncompleted
SBI 5.....	44-A & B.....	JoDavies.	Ryan, Inc. of Wisconsin.....	3.90	.....
SBI 157, 12...	119-1A, 33-1A.....	St. Clair.	G. Helmkamp Excavating & Trucking Company...	1.85	.....
FA 29.....	21, 21HB-1 & 18-A.....	Knox.....	Central Engineering Company.....	1.27	.....
FA 199.....	1-A.....	Rock Island.	Central Engineering Company.....	1.68	0.30
FAI 57.....	10-36-A.....	Champaign.	Parro Construction Corporation.....	.....	0.10
FAI 57.....	41-1-1A, 41-2A.....	Jefferson.	Parro Construction Corporation.....	3.31	.....
FAI 80.....	81-1-A.....	Rock Island.	Krug Excavating, Kenny Construction, Lindahl Brothers, & Palumbo Excavating Company.....	3.19	.....
FAS 66.....	55-A.....	Stephenson.	Thronson Construction Company, Inc.....	5.64	.....
FAS 1271....	106-A.....	LaSalle.	J. P. Wetherby Construction Corporation.....	4.22	.....
FAS 1365....	112-A.....	LaSalle.	Trompeter Construction Company.....	.....	3.00
Total miles of earth grading—State contracts.....				25.06	3.40

COOK COUNTY CONTRACTS.

Route	Section	County	Contractor	Mileage Completed 1965	Mileage Uncompleted
FAI 57.....	068-1921.4-CF.....	Cook.....	W. J. Sheppard & Company.....	0.62	0.11
FAI 57.....	068-2122.1A-CF.....	Cook.....	Lindahl Brothers.....	0.60	0.33
Total miles of earth grading—Cook County contracts...				1.22	0.44
Grand total miles of earth grading.....				26.28	3.84



TABLE 24.—Continued.  
BRIDGES.  
STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
SBI 1 Spur	C-1	Vermilion	State Day Labor	Bridge repairs.	1	1
SBI 1	(38D & E)I-2	Johnson	State Day Labor	Bridge repairs.	1	
SBI 2	23BR-1, 23BR-2, 23BR-3, 23BY-4	Fayette	J. E. McElroy Construction Co., Inc.	Steel WF-beam, precast pre-stressed concrete.	3	
				RC slab superstructure and widen RC slab	1	
SBI 2	23, 24(W, RS), 24-BR	Fayette	Alpha Asphalt Corporation	WF-beam superstructure.	1	
SBI 2	50Z-3, 50-BR	Macon	General Paving Company, Inc.	WF-beams.	1	1
SBI 2	69-I(567+69)	LaSalle	State Day Labor	Bridge repairs.	1	
SBI 2	69-I(588+37)	LaSalle	State Day Labor	Bridge repairs.	1	
SBI 2	77-1B	Winneshago	Belvidere Construction Company	Parallel WF-beams.	1	2
SBI 3	38-BR	McDonough	Truman L. Flatt & Sons Co., Inc.	Precast prestressed concrete.	1	
SBI 3	100-D-2	Madison	State Day Labor	Bridge repairs.	1	1
SBI 5	4-YB-1	DuPage	State Day Labor	Bridge repairs.	1	
SBI 5	(28B & C)I	JoDavies	State Day Labor	Bridge repairs.	1	
SBI 5	44-A & B	JoDavies	Ryan, Inc. of Wisconsin	Parallel continuous WF-beams	2	
SBI 7	8D-I	Bureau	State Day Labor	Bridge repairs.	1	
SBI 7	13C-I	Bureau	Hollerich & Walgenbach Company	Bridge repairs.	1	
SBI 8	2B-I	Warren	Sweborg Construction Company	Bridge repairs.	1	1
SBI 8	50B-I-4	Peoria-Tazewell	D. J. Mahoney Company	Bridge repairs.	1	
SBI 12	24-B-I	Clinton	Calhoun County Contracting Corp.	Bridge repairs.	1	
SBI 13	4-B-1	Saline	State Day Labor	Bridge repairs.	1	1
SBI 13	4-D	Saline	Tri-State Engineering Company	Bridge repairs.	1	
SBI 13	5-D	Jackson	Howell Construction Company	Bridge repairs.	1	
SBI 13	11-2B	Gallatin	J. D. Barter & Howell Const. Co.	WF-beam	1	
SBI 13	11-2B-1	Gallatin	J. D. Barter & Howell Const. Co.	WF-beam	1	
SBI 15	13C-I-2	Jefferson	State Day Labor	Bridge repairs.	1	1
SBI 16	21-BR	Montgomery	Chism, Inc.	WF-beam	1	1
SBI 17	1B-R, 1B-1R, 1R-B	Kankakee	O'Neil Brothers Construction Co.	Parallel WF-beams and RC slab	3	
SBI 18	13D-I-1	Kendall	Glaze Construction Company	Widen concrete arches.	2	
SBI 18, 5.	1965-6BR	Cook	Glaze Construction Company	Bridge repairs.	1	
SBI 24	8-BR-2	Sangamon	Neal Lentz Construction, Inc.	WF-beam	1	
SBI 30	C-1	Peoria	State Day Labor	Bridge repairs.	1	1
SBI 30	14(R & BR-2)	Stark	Valley Builders, Inc.	Precast prestressed concrete I-beam	1	
SBI 31	1-ZB-I	Adams	Caldwell Engineering Company	Bridge repairs.	1	1
SBI 31	18B-I	Fulton	Truman L. Flatt & Sons Co., Inc.	Bridge repairs.	1	
SBI 31	18B-I-1	Fulton	Truman L. Flatt & Sons Co., Inc.	Bridge repairs.	1	1
SBI 32	2-BR	Moultrie	Howell Asphalt Company	WF-beam	1	1

CONSTRUCTION

SBI 33, 12	4B-I, 9B-I	Jasper-Clay	State Day Labor	Bridge repairs	3	1
SBI 34	5C-I	Hardin	State Day Labor	Bridge repairs	1	
SBI 36	20B-C-D-I-1	Pike-Scott	State Day Labor	Bridge repairs	1	
SBI 37	2RS-2, 2-BR, 4-2-1, 4-2BR	Jefferson-Franklin	R. B. Potashnick & D. L. Harrison Company	WF-beam	1	
SBI 46	104-D & E-I	Union	State Day Labor	Bridge repairs	1	
SBI 47	111-B & C-I	Grundy	James E. McElvain Company	Bridge repairs	2	
SBI 47	137C-I	Champaign	State Day Labor	Bridge repairs	1	
SBI 48	115B-I(681+94)	Ford	State Day Labor	Bridge repairs	Job cancelled	
SBI 48	125B-I	Macon	State Day Labor	Bridge repairs	1	
SBI 49	123-C-I	Iroquois	State Day Labor	Bridge repairs	1	
SBI 49	139-ZB-I	Kankakee	State Day Labor	Bridge repairs	1	
SBI 51	511-B-C-R	Cook	E. J. Albrecht Company	Parallel fixed through truss I-beams	2	
SBI 53	535B-6-I-1	Will	State Day Labor	Bridge repairs	1	
SBI 58	1965-4BR	Cook	Glaze Construction Company	Bridge repairs	2	
SBI 59	113B-I	Will	State Day Labor	Bridge repairs	2	
SBI 59	114-B-Y	Will	Joliet Bridge & Construction Co.	Widen RC deck girder	1	
SBI 62	115X(W & RS-1) & 115B-I	McHenry	E. M. Melahn Construction Company	Bridge repairs	1	
FAS 157	625X-I	DuPage	State Day Labor	Bridge repairs	1	
SBI 65	124C-I	LaSalle	State Day Labor	Bridge repairs	1	
SBI 69	127B-I	DeKalb	State Day Labor	Bridge repairs	1	
SBI 72	109B-2-I	Stephenson	State Day Labor	Bridge repairs	1	
SBI 75	147-B-Y	Morgan	Ralph E. Atwater	RC deck girder superstructure	1	
SBI 78	109BR-I	Whiteside	State Day Labor	Bridge repairs	1	
SBI 80	118B-I	Henry	State Day Labor	Bridge repairs	1	
SBI 80	101B-I	Whiteside	Ladd Construction Company	Prestressed box beam RC deck	1	
SBI 88	117BR-I	Bureau	State Day Labor	Bridge repairs	1	
SBI 89	142, 143(X, RS-1), 142B-1, 143B-1	Christian	Sangamo Const. Co. & Friesen Brothers, Inc.	Precast prestressed concrete RC slab	4	
SBI 106	101(X, RS-1) & 101B-1	Pike	Caldwell Engineering Company	Widen RC deck girder	1	
SBI 106	101-B-Y	Pike	Skaggs Construction Company	Bridge repairs	1	
SBI 107	104(B & C)I	Pike	State Day Labor	Bridge repairs	1	
SBI 108	108B-I	Macoupin	State Day Labor	RC slab	1	
SBI 116	102B-2	Tazewell	Jansen & Schaefer, Inc.	Bridge repairs	Job cancelled	
SBI 116	122B-I	Iroquois	State Day Labor	Bridge repairs	1	
SBI 116	113B-I	Livingston	State Day Labor	Precast prestressed concrete superstructure	1	
SBI 118	105B-I	Livingston	State Day Labor	Bridge repairs	1	
SBI 119	105C-I	Champaign	State Day Labor	Bridge repairs	1	
SBI 120	101B & C-I	Logan	State Day Labor	Bridge repairs	1	
SBI 127-A	112B-I-1	Bond	State Day Labor	Bridge repairs	1	
SBI 133	122-BR	Douglas-Coles	A. J. Walker Construction Co.	Welded plate, WF-beam, & precast prestressed concrete deck superstructures	2	
SBI 134	101-BR	Edgar	O'Neil Brothers Const. Co.	Welded plate girder	1	
SBI 140	113C-I	Gallatin	State Day Labor	Bridge repairs	1	
SBI 142	103B-I	Payette	State Day Labor	Bridge repairs	1	
SBI 142	116B(I-2)	Hamilton	State Day Labor	Bridge repairs	1	
SBI 142	116B(I-3)	Hamilton	State Day Labor	Bridge repairs	1	
SBI 150	135(W, RS, B-1)	Alexander	Edgar Stephens & Sons, Inc.	RC slab	1	
SBI 160	139B-I	Bond	State Day Labor	Bridge repairs	1	



TABLE 24.—Continued.  
BRIDGE.—Continued.  
STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
FA 4	259B-I	Jersey	State Day Labor	Bridge repairs	Job cancelled	
FA 4	259B-I	Jersey	Calhoun County Contracting Corporation	Bridge repairs	1	
FA 7	JB-R, JB-R1	DuPage	Thomas M. Madden Company	Parallel WF-beams	2	
FA 13	8-2B	Clay	Tri-State Engineering Co.	Parallel WF-beams	2	
FA 13	30-BR	St. Clair	Gorman & Sons, Inc.	RC slab superstructure	1	
FA 14	5-3B-1, 5-3B-2	Jackson	Howell Const. Co. & J. D. Barter Const. Co.	WF-beams	2	
FA 14	28-1B-I	St. Clair	State Day Labor	Bridge repairs		1
FA 24	5, 5Z, 99(R, W, RS) 5B-1, 5-BR	LaSalle	Cephas Williams Co. & J. P. Wetherby Const. Corp.			
FA 24	26-BY, 26-I	DeKalb	Lakeland Const. Co., Inc.	RC slabs	1	1
FA 25	4B-1	Christian	C. E. Burgett Const. Co.	Widen RC deck girder & RC slab		2
FA 38	B-I-1	Greene-Calhoun	Chism, Inc.	WF-beam	1	
FA 38	6-R, 6B-1, 6B-2	Jersey	Calhoun County Contracting Corporation	Bridge repairs		1
FA 77	(91-VB, 91-B)I	Grundy	Ugland & Simpson Const. Co.	Precast concrete decks	2	
FA 142	(2-B, D, E, F, P)I	Mason-Menard	State Day Labor	Bridge repairs	1	
FA 150	3B-I	Clinton	State Day Labor	Bridge repairs		1
FA 172	15B-I	Peoria-Tazewell	Jansen & Schaefer, Inc.	Bridge repairs	1	
Relocated Ill. 56	JB-R2	DuPage	Thomas M. Madden Company	Bridge repairs	1	
FAI 55	88B-I	Will	Trygg Paving Company, Inc.	Precast prestressed concrete beam	1	
FAI 57	15-23B	Coles	A. J. Walker Construction Co.	Bridge repairs	1	
FAI 57	41-2B-1	Jefferson	Shaw Contractors & Builders	Parallel RC deck girders	2	
FAI 57	41-2B-2	Jefferson	Mautz & Oren, Inc.	Parallel RC slab	2	
FAI 57	46, 38-1, 38-1B	Kankakee-Iroquois	General Paving Company, Inc.	Parallel WF-beams	2	1
FAI 57	77-1B-2	Pulaski	Howell Const. Co. & J. D. Barter Const. Co.	WF-beam		
FAI 70	26-0B-1, 4	Fayette	C. J. Moritz, Inc.	Parallel WF-beams	2	
FAI 70	26-0B-2, 3	Fayette	C. J. Moritz, Inc.	Parallel RC slabs & WF-beams	4	
FAI 70, 270	60-6, 60-6HB, 60-6HB-1 & 60-10K, 60-10HB, 60-10B, 60-10HB-1			Parallel precast prestressed concrete beams	4	
FAI 70	82(F & E)	Madison	Hoeffken Brothers, Inc.	Parallel WF-beams	2	
		St. Clair	Bethlehem Steel Company	5-span orthotropic superstructure		
FAI 74	X3-16B	Woodford	R. A. Cullinan & Son, Inc.	Dual welded plate girder		1
FAI 74	10-4B	Champaign	J. E. McElroy Const. Co., Inc.	Parallel plate girders	2	
FAI 74	48-24B	Knox	H. H. Mass Construction Company	Steel WF-beams	2	2
FAI 74	48-25B	Knox	H. H. Mass Construction Company	RC slabs	2	
FAI 80	99-3D	Will	Ruckman & Hansen, Inc.	Dual concrete decks	2	
FAI 80	99-4B-1, 99-4VB	Will	E. H. Swenson & Son, Inc.	Parallel WF-beams	2	

FAI 90.....	10X-BR-1963-4.....	Cook.....	Wm. J. Frenzel Company.....	Bridge repairs.....	1
FAI 270.....	60-1E, 60-1F.....	Madison.....	American Bridge Div., U. S. Steel Corporation.....	Fabrication & erection of parallel truss girders.....	
FAI 270.....	60-1D.....	Madison.....	Frazier-Davis Const. Co. & Nelson Const. Co., Inc.....	Parallel bridge decks.....	2
FAS 32.....	2-B.....	Boone.....	Shappert Engineering Company.....	RC deck girder.....	1
FAS 107.....	81-B.....	Kane.....	Carl E. Soderquist & Sons, Inc.....	Precast prestressed concrete deck.....	1
FAS 116.....	110-1516.....	Cook.....	Eric Bolander Construction Co.....	Steel beams.....	2
FAS 260.....	X-1BR.....	LaSalle.....	Ladd Construction Company.....	Welded plate girder.....	1
FAS 300.....	23-B.....	Kendall.....	Superior Concrete Const. Co.....	Continuous RC slabs.....	3
FAS 325.....	S-15B-I.....	Iroquois.....	State Day Labor.....	Bridge repairs.....	1
FAS 433.....	45-1G.....	Hancock.....	Hollembeak Construction Co.....	Precast prestressed concrete deck.....	1
FAS 447.....	61-B.....	Fulton.....	H. H. Mass Construction Co.....	Continuous welded steel plate girder.....	1
FAS 483.....	24-B.....	DeWitt.....	Berry Construction Company.....	Continuous steel beam.....	1
FAS 564.....	64-B.....	Logan.....	Ben Harrison & Sons.....	Continuous steel WF-beam.....	1
FAS 635.....	31-B, 103-B.....	Christian-Sangamon.....	Neal Lentz Construction, Inc.....	Plate girder & WF-beam.....	1
FAS 679.....	47-Q.....	Edgar.....	Frank C. Feutz Company.....	Concrete deck girder.....	1
FAS 704.....	43-Q.....	Jasper.....	Huckaba & Sons Const. Co. & A. J. Walker Const. Co.....	Precast concrete slab & steel beam.....	1
FAS 796.....	51-B.....	Wayne.....	Superior Structures Company.....	Continuous steel beam.....	1
FAS 799.....	39-B.....	Clay.....	C. H. Rumburg Excavating.....	Precast prestressed concrete deck.....	1
FAS 938, FAI 57.....	77-1(3, HB-3, B-3, B-4), 16(RS, BY).....	Pulaski.....	E. T. Simonds & J. D. Barter Const. Co.....	Widen RC slab.....	1
FAS 1069.....	62-B.....	Ogle.....	Belvidere Construction Co.....	RC slab.....	1
FAS 1235.....	61-B.....	McHenry.....	Belvidere Construction Co.....	Precast prestressed concrete deck.....	1
FAS 1235.....	61B-1.....	McHenry.....	Belvidere Construction Co.....	Precast prestressed concrete deck.....	1
FAS 1271.....	106-B.....	LaSalle.....	J. P. Wetherby Construction Corp.....	Precast concrete slab.....	1
FAS 1300.....	146-B.....	Kankakee.....	Azzarelli Construction Co.....	Precast prestressed concrete deck.....	1
FAS 1300.....	165-B.....	Kankakee.....	Azzarelli Construction Co.....	Precast prestressed concrete deck.....	1
FAS 1300.....	165B-1.....	Kankakee.....	Azzarelli Construction Co.....	RC rigid frame.....	1
FAS 1329.....	149B-2.....	Iroquois.....	Champaign Asphalt Co. & Dwight Shoemaker Bridge Co.....	Continuous welded plate girder.....	1
FAS 1365.....	112-A.....	LaSalle.....	Trompeter Construction Company.....	Precast prestressed concrete slab.....	1
FAS 1442.....	19-5B.....	McDonough.....	Sveborg Construction Company.....	Continuous steel WF-beam.....	1
FAS 1546.....	44-B.....	Macon.....	J. L. Simmons Company, Inc.....	Precast prestressed concrete.....	3
FAS 1600.....	71-Q.....	Adams.....	W. E. Markword Const. Co.....	RC slab.....	1
FAS 1604.....	61-B.....	Ogle.....	Einar Nelson, Inc.....	RC slab.....	1
FAS 1892.....	72-G.....	Saline.....	Rigsby & Barnard Const. Co.....	Precast concrete slab.....	1
Senate Bill 275.....	5-BR.....	Vermilion.....	La'Neil Construction Co., Inc.....	I-beam deck girder.....	1



TABLE 24.—Continued.  
BRIDGE.—Concluded.  
STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
CHS 016, 022.....	1965-1BR.....	Cook.....	Glaze Construction Company.....	Bridge repairs.....	4	.....
CHS 018, 043.....	1965-30BR.....	Cook.....	Brighton Building & Maintenance Company	Bridge repairs.....	3	.....
CH 2.....	J-15d-I.....	Piatt.....	State Day Labor.....	Bridge repairs.....	1	.....
CHS 6.....	54-15d-I.....	Madison.....	State Day Labor.....	Bridge repairs.....	1	.....
CH 6.....	77-MFT-I.....	Champaign.....	State Day Labor.....	Bridge repairs.....	1	.....
CHS 15.....	1B-R.....	LaSalle.....	John D. Simpson Const. Co., Inc.....	Bridge repairs.....	.....	1
CH 18.....	142-SDC.....	Cook.....	State Day Labor.....	Bridge repairs.....	1	.....
CH 21.....	9C-NRS-I.....	Jackson.....	State Day Labor.....	Bridge repairs.....	1	.....
CH 22.....	9B-I.....	McHenry.....	State Day Labor.....	Bridge repairs.....	1	.....
CHS 64, 051.....	1965-29BR.....	Cook.....	Wm. J. Frenzel Company.....	Bridge repairs.....	2	.....
CHS 131.....	1965-3BR.....	Cook.....	Glaze Construction Company.....	Bridge repairs.....	.....	1
SA 1.....	27(B & C MFT)I.....	Vermilion.....	State Day Labor.....	Bridge repairs.....	1	.....
SA 15.....	K-15d-I.....	Vermilion.....	State Day Labor.....	Bridge repairs.....	1	.....
SA 55.....	4141-BC-NRM.....	Cook.....	State Day Labor.....	Bridge repairs.....	1	.....
SA 105.....	2222-I.....	Cook.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 2.....	Bridge repairs 1963-8.....	Whiteside.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 2.....	Special Bridge Repairs 1965-1.....	Bureau.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 4.....	Bridge Repairs 1964-1.....	Various.....	State Day Labor.....	Bridge repairs.....	2	.....
Dist. 4.....	Bridge Repairs 1964-2 (140B-I).....	Knox.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 4.....	Bridge Repairs 1964-3 (8B-I).....	Peoria.....	State Day Labor.....	Bridge repairs.....	.....	1
Dist. 4.....	Bridge Repairs 1964-4 (25C-I).....	Hancock.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 4.....	Bridge Repairs 1964-6 (10C-I).....	Stark.....	State Day Labor.....	Bridge repairs.....	1	.....
Dist. 10.....	Bridge Repairs 1964-2.....	Cook.....	Glaze Construction Company.....	Bridge repairs.....	3	.....
Total bridges in State contracts.....				{New..... {Widened..... {Repaired.....	91 5 74	27 3 25

CITY OF CHICAGO CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom-pleted
FA 99.....	50-4X-B.....	Cook.....	James McHugh Const. Co.....	Widen double leaf trunnion substructure.....	.....	..... 1
FA 99.....	50-4X-C-E-F.....	Cook.....	Overland Construction Co.....	Superstructure.....	.....	..... 1
Total widened bridges in City of Chicago contracts.....					0	1
Grand total—Bridges, new.....					91	27
Grand total—Bridges, widened.....					5	4
Grand total—Bridges, repaired.....					74	25

GRADE SEPARATIONS.  
STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom-pleted
SBI 1.....	38V-I.....	Johnson.....	State Day Labor.....	RR separation repairs.....	1	.....
SBI 1.....	47-K & 47-HB.....	Vermilion.....	McCalman Construction Company.....	Hwy. WF-beam.....	.....	..... 1
SBI 1.....	1959-12RS-I.....	Cook.....	State Day Labor.....	Hwy. separation repairs.....	.....	..... 1
SBI 2.....	48Z-SB.....	Macon.....	Fisher-Stoune, Inc.....	RR plate girder subway.....	1	.....
SBI 4.....	6VB-R.....	Grundy.....	The Schless Const. Co., Inc.....	RR separation repairs.....	1	.....
SBI 4.....	22X1-VB-VF-I-I.....	Logan.....	State Day Labor.....	RR separation repairs.....	.....	..... 1
SBI 5.....	(21-VB-C)I.....	Stephenson.....	State Day Labor.....	RR separation repairs.....	1	.....
SBI 6.....	30-SB-R.....	Lee.....	H. H. Mass Construction Co.....	RR subway superstructure.....	1	.....
SBI 12.....	17V-I.....	Marion.....	State Day Labor.....	RR separation repairs.....	.....	..... 1
SBI 18, 5.....	1965-6BR.....	Cook.....	Glaze Construction Company.....	Hwy. separation repairs.....	.....	..... 1
SBI 21.....	5V-R, 5VB-R.....	Lake.....	Eric Bolander Construction Co.....	RR WF-beam superstructure.....	1	.....
SBI 22.....	21HB-I-2.....	Lake.....	Engelhardt, Inc.....	Hwy. separation repairs.....	.....	..... 1
SBI 46.....	1965-5BR.....	Cook.....	Albin Carlson & Company.....	RR separation repairs.....	1	.....
SBI 49.....	122VB-I-1.....	Vermilion.....	State Day Labor.....	RR separation repairs.....	1	.....
SBI 59.....	110-VBR.....	Cook.....	Eric Bolander Construction Co.....	Widen existing 5-span RR separation.....	.....	..... 1
SBI 88.....	125-VBR.....	Peoria.....	Princeville Stone Company.....	RR WF-beam superstructure.....	1	.....
SBI 95.....	122-VB-I.....	McDonough.....	Caldwell Engineering Company.....	RR separation repairs.....	1	.....
SBI 121.....	104-VB-I.....	Tazewell.....	D. J. Mahoney Company.....	RR separation repairs.....	1	.....
SBI 127.....	110-VB-I.....	Bond.....	State Day Labor.....	RR separation repairs.....	Job cancelled	.....
SBI 157.....	119-1BY.....	St. Clair.....	Calhoun County Contracting Corp.....	RR WF-beam widening.....	.....	..... 1
SBI 159.....	128-VB-I.....	Madison.....	State Day Labor.....	RR separation repairs.....	.....	.....
FA 2.....	50-Z-VB.....	Macon.....	Fisher-Stoune, Inc.....	RR WF-beam.....	1	.....
FA 4.....	67-1HB.....	Monroe.....	Hoefken Brothers, Inc.....	Hwy. WF-beam.....	1	.....
FA 5.....	2VB-I.....	McLean.....	State Day Labor.....	RR separation repairs.....	.....	..... 1
FA 7.....	(C & J)R, JR-HB.....	DuPage.....	Eric Bolander Construction Co.....	Hwy. precast prestressed concrete I-beam.....	.....	..... 1



TABLE 24.—Continued.  
GRADE SEPARATIONS.—Continued.  
STATE CONTRACTS.—Continued.

CONSTRUCTION						
Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
FA 10.....	13, 14, 13HB-1.....	Tazewell.....	Sangamo Construction Company.....	Hwy. WF-beam.....	1	.....
FA 10.....	13-HB.....	Tazewell.....	D. J. Mahoney Company.....	Hwy. WF-beam.....	.....	1
FA 10.....	13-VD.....	Tazewell.....	D. J. Mahoney Company.....	RR RC deck.....	1	.....
FA 12.....	36-2VB-I.....	Bond.....	State Day Labor.....	RR separation repairs.....	Job cancelled	.....
FA 12.....	36-2VB-I.....	Bond.....	Litchfield Bituminous Corp.....	RR separation repairs.....	.....	1
FA 14.....	28-1VB-I.....	St. Clair.....	State Day Labor.....	RR separation repairs.....	.....	1
FA 24.....	26-VBR.....	DeKalb.....	Belvidere Construction Co.....	RR prestressed concrete su- perstructure.....	.....	1
FA 26.....	139-VB-I.....	Kankakee.....	State Day Labor.....	RR twin separation repairs.....	.....	2
FA 29.....	21, 21HB-1 & 18-A.....	Knox.....	Central Engineering Company.....	Hwy. parallel WF-beams.....	2	.....
FA 29.....	21-HB.....	Knox.....	Sweborg Const. Co. & Swords & Dietz.....	Hwy. parallel WF-beams.....	2	.....
FA 36.....	78-3VHB.....	Adams.....	Hollebeak Construction Co.....	RR WF-beam & plate girder.....	.....	1
FA 60.....	106-2, 106-2HB.....	Lake.....	Lakeland Construction Co., Inc.....	Hwy. RC deck girder.....	1	.....
FA 61, 8, FAI 80.....	99-3, 99-3(HB, HB-1, HB-2, HB-3); 10, 10(HB, HB-1, HB-2); I-D-2, ID-2HB.....	Will.....	Joliet Bridge & Construction Co. & E. H. Swenson & Son, Inc.....	Hwy. WF-beams.....	.....	4
FA 61.....	531-2VHB.....	Cook.....	Arcole Midwest Corporation.....	RR parallel WF-beams.....	.....	2
FA 61.....	531-3HB.....	Cook.....	Milburn Brothers, Inc.....	Hwy. parallel WF-beams.....	2	.....
FA 61.....	531-3HB-1.....	Cook.....	Milburn Brothers, Inc.....	Hwy. precast prestressed I- beam.....	1	.....
FA 61.....	531-3HB-2.....	Cook.....	Thomas McQueen Company.....	Hwy. parallel precast pre- stressed conc. I-beams.....	.....	2
FA 77.....	(91-VB, 91-B)I.....	Grundy.....	Ugland & Simpson Construction Co.....	RR separation repairs.....	1	.....
FA 94.....	1-VB-I.....	Bureau.....	State Day Labor.....	RR separation repairs.....	1	.....
FA 99.....	263-0909.1-I.....	Cook.....	State Day Labor.....	Hwy. separation repairs.....	1	.....
FA 132.....	5-VB-I.....	Madison.....	State Day Labor.....	RR separation repairs.....	.....	1
FA 133.....	0606-628VB.....	Cook.....	Thomas McQueen Company.....	RR parallel WF-beams.....	2	.....
FA 165.....	13-VB-I.....	Massac.....	State Day Labor.....	RR separation repairs.....	.....	1
FA 190.....	521-1HB-I-1.....	Madison.....	State Day Labor.....	Hwy. separation repairs.....	.....	1
FA 194.....	(6, 15 & 14)R-HB.....	Boone.....	Shappert Engineering Company.....	Hwy. WF-beam.....	1	.....
FA 194.....	(6, 15 & 14)R-VF.....	Boone.....	Philip Zweig & Sons, Inc.....	Fabrication.....	.....	.....
FA 196.....	2-VB.....	Sangamon.....	Sangamo Construction Company.....	RR parallel WF-beams.....	.....	2
FA 196.....	2-1, 2HB-1.....	Sangamon.....	Sangamo Construction Company.....	Hwy. WF-beam.....	.....	1
FAI 55.....	22-2HB-I.....	DuPage.....	State Day Labor.....	Hwy. separation repairs.....	1	.....
FAI 55.....	57-4HB-4-I.....	McLean.....	State Day Labor.....	Hwy. separation repairs.....	1	.....
FAI 55.....	57-7-(1), 57-7HB-1, 57-20-(1), 56-R.....	McLean.....	Eric Bolander Const. Co. & Strunk Brothers Company.....	Hwy. WF-beam.....	1	.....
FAI 57.....	X1-6HB-1-I.....	Williamson.....	State Day Labor.....	Hwy. separation repairs.....	1	.....
FAI 57.....	0707-1010HB.....	Cook.....	W. J. Sheppard Company.....	Hwy. WF-beam.....	1	.....
FAI 57.....	0707-1011HB.....	Cook.....	W. J. Sheppard Company.....	Hwy. WF-beam.....	1	.....

FAI 57	0707-1012HB	Cook	W. J. Sheppard Company	Hwy. WF-beam	1	1
FAI 57	0707-1013HB	Cook	W. J. Sheppard Company	Hwy. WF-beam	1	1
FAI 57	0708-1009HB	Cook	Thomas McQueen Company	Hwy. steel plate girder	1	1
FAI 57	0809-1014HB	Cook	Thomas McQueen Company	Hwy. welded plate girder	1	1
FAI 57	10-30HB-1	Champaign	Culberson Const. Co., Inc.	Hwy. continuous WF-beam	1	1
FAI 57	10-33HB-1, 10-33B-1	Champaign	Howell Asphalt Co. & General Paving Co., Inc.	Hwy. WF-beam	1	1
FAI 57	10-33HB-2	Champaign	Howell Asphalt Co. & General Paving Co., Inc.	Hwy. parallel WF-beams	2	1
FAI 57	10-33-SB	Champaign	Culberson Construction Co., Inc.	RR plate girder subway	1	1
FAI 57	10-34HB-3	Champaign	Whetzel Construction Company	Hwy. WF-beam	1	1
FAI 57	15-21HB-1	Coles	A. J. Walker Construction Co.	Hwy. WF-beam	1	1
FAI 57	15-22HB	Coles	Howell Asphalt Company	Hwy. parallel WF-beams	2	1
FAI 57	15-22HB-1	Coles	A. J. Walker Construction Co.	Hwy. WF-beam	1	1
FAI 57	15-22HB-2	Coles	A. J. Walker Construction Co.	Hwy. WF-beam	1	1
FAI 57	15-22HB-5	Coles	Howell Asphalt Company	Hwy. parallel WF-beams	2	1
FAI 57	15-22VB-1	Coles	Culberson Construction Co., Inc.	RR parallel WF-beams	2	1
FAI 57	15-23HB	Coles	A. J. Walker Construction Co.	Hwy. RC deck girder	1	1
FAI 57	15-23HB-1	Coles	Howell Asphalt Company	Hwy. RC deck girder	1	1
FAI 57	15-23HB-2	Coles	Howell Asphalt Company	Hwy. RC deck girder	1	1
FAI 57	38-1HB	Iroquois	McDougal-Hartmann Company	Hwy. WF-beam	1	1
FAI 57	38-1HB-1	Iroquois	McDougal-Hartmann Company	Hwy. WF-beam	1	1
FAI 57	38-2HB, 2HB-1	Iroquois	O'Neil Brothers Construction Co.	Hwy. WF-beams	2	1
FAI 57	41-1, 41-1HB-1	Jefferson	R. B. Potashnick & D. L. Harrison Company	Hwy. WF-beam	1	1
FAI 57	41-2HB	Jefferson	R. B. Potashnick & D. L. Harrison Company	Hwy. WF-beam	1	1
FAI 57	46-1HB	Kankakee	Valley Builders, Inc.	Hwy. WF-beam	1	1
FAI 57	46-1HBK	Kankakee	Arcole Midwest Corporation	Hwy. continuous RC deck girder	1	1
FAI 57, FAS 938	77-1(3, HB-3, B-3, B-4), 16(RS, BY)	Pulaski	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	Hwy. WF-beam	1	1
FAI 57	77-2HB-1	Pulaski	J. D. Barter Const. Co. & Howell Const. Co.	Hwy. WF-beam	1	1
FAI 57	77-2HB-2	Pulaski	J. D. Barter Const. Co. & Howell Const. Co.	Hwy. WF-beam	1	1
FAI 70	26-0, 26-1, 26-0HB	Fayette	S. J. Groves & Sons Company	RC box underpass	1	1
FAI 70	26-0HB-1	Fayette	Culberson Const. Co., Inc.	Hwy. WF-beam	1	1
FAI 70	26-2, 26-3-1, 26-2HB-4, 26-3ACB, 26-3HB-1	Fayette	S. J. Groves & Sons Company	Hwy. WF-beam & RC box culvert	2	1
FAI 70	26-2HB-2	Fayette	Howell Asphalt Co. & General Paving Co., Inc.	Hwy. parallel WF-beams	2	1
FAI 70	26-2VB	Fayette	Howell Asphalt Co. & General Paving Co., Inc.	RR parallel WF-beams	2	1
FAI 70	60-10HB-2	Madison	Nelson Construction Co., Inc.	Hwy. WF-beam	1	1
FAI 70	60-11, 60-11HB	Madison	Hoefken Brothers, Inc.	Hwy. WF-beam	1	1
FAI 70	60-11HB-1	Madison	Calhoun County Contracting Corp.	Hwy. WF-beam	1	1
FAI 70	60-14HB	Madison	General Contracting Company	Hwy. WF-beam	1	1
FAI 70	82-3HVB	St. Clair	R. R. Anderson Co. & H. H. Hall Construction Co.	RR parallel elevated structures & RR trestle	3	1



TABLE 24.—Continued.  
GRADE SEPARATIONS.—Continued.  
STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
FAI 70	83-3VB	St. Clair	H. H. Hall Construction Co.	RR welded girder.	.....	1
FAI 70	82-4HB	St. Clair	R. R. Anderson Co. & H. H. Hall Construc- tion Co.	Hwy. WF-beams.	.....	3
FAI 70	82-4HB-1	St. Clair	R. B. Potashnick & Kenny Const. Co. of Illinois	Hwy. WF-beams & plate girder.	.....	3
FAI 70	82-4HB-2	St. Clair	R. B. Potashnick & Kenny Const. Co. of Illinois	Hwy. WF-beams.	.....	2
FAI 70	82-4HVB	St. Clair	R. B. Potashnick & Kenny Const. Co. of Illinois	RR parallel cont. plate & cont. curved welded plate girders.	.....	2
FAI 74	X3-16HB	Woodford	R. A. Cullinan & Son, Inc.	Hwy. WF-beam.	1	.....
FAI 74	10-4HB-1	Champaign	Champaign Asphalt Co. & Dwight Shoe- maker Bridge Co.	Hwy. WF-beam.	.....	1
FAI 74	10-4HB-2	Champaign	Howell Asphalt Company	Hwy. RC box girder.	.....	1
FAI 74	10-5HB	Champaign	Howell Asphalt Company	Hwy. WF-beam.	.....	1
FAI 74	10-5HB-1	Champaign	Champaign Asphalt Co. & Dwight Shoe- maker Bridge Company	Hwy. WF-beam.	.....	1
FAI 74	10-5-1HB	Champaign	O'Neil Brothers Construction Co.	Hwy. WF-beam.	1	.....
FAI 74	37-2HB	Henry	Shappert Engineering Company	Hwy. WF-beam.	1	.....
FAI 74	37-2HB-1	Henry	Shappert Engineering Company	Hwy. WF-beam.	1	.....
FAI 74	37-3HB	Henry	Shappert Engineering Company	Hwy. parallel RC slabs	.....	2
FAI 74	37-3VB	Henry	Shappert Engineering Company	RR parallel WF-beams.	2	.....
FAI 74	37-24HB	Henry	Shappert Engineering Company	Hwy. WF-beam.	1	.....
FAI 74	48-24HB-1	Knox	Ladd Construction Company	Hwy. WF-beam.	1	.....
FAI 74	48-25HB	Knox	H. H. Mass Construction Co.	Hwy. WF-beam.	1	.....
FAI 74	48-25HB-1	Knox	H. H. Mass Construction Co.	Hwy. WF-beam.	1	.....
FAI 74	48-26HB	Knox	Sveborg Construction Company	Hwy. WF-beam.	1	.....
FAI 74	48-26HB-1	Knox	H. H. Mass Construction Co.	Hwy. WF-beam.	1	.....
FAI 74	48-26HB-2	Knox	H. H. Mass Construction Co.	Hwy. WF-beam.	1	.....
FAI 74	57-18HB	McLean	Rowe Construction Company	Hwy. WF-beam.	1	.....
FAI 74	57-18VB	McLean	West Construction Company	Hwy. WF-beam.	1	.....
FAI 74	72-7, 7HB-2, 7HB-3, 7-I, 7HB-4	McLean	West Construction Company	RR parallel WF-beams.	2	.....
FAI 74	72-7HB-4	Peoria	McDougal-Hartmann Company	Hwy. WF-beams.	1	.....
FAI 80	06-6HB-1	Peoria	McDougal-Hartmann Company	Hwy. WF-beam.	.....	1
FAI 80	81-1HB	Bureau	State Day Labor	Hwy. separation repairs.	1	.....
FAI 80	99-2VB	Rock Island	Shappert Engineering Company	Hwy. parallel WF-beams.	2	.....
FAI 80		Will	Brown & Lambrecht Earthmovers, Inc. & Ninora Const. Co.	RR parallel WF-beams.	2	.....
FAI 80, FA 61, 8.	99-3, 99-3(HB, HB-1, HB-2, HB-3); 10, 10(HB, HB-1, HB-2); I-D-2, ID-2HB	Will	Joliet Bridge & Const. Co. & E. H. Swenson & Son, Inc.	Hwy. WF-beams.	.....	6

CONSTRUCTION

FAI 80	99-4B-1, 99-4VB	Will	E. H. Swenson & Son, Inc.	RR parallel WF-beams.	2	
FAI 80	99-4-1HB	Will	E. H. Swenson & Son, Inc.	Hwy. WF-beam	1	
FAI 80	99-4-1HB-1	Will	Joliet Bridge & Construction Co.	Hwy. continuous RC girder	1	
FAI 80	99-4-1HB-2	Will	Joliet Bridge & Construction Co.	Hwy. WF-beam	1	
FAI 80	99-4-1SB	Will	Joliet Bridge & Construction Co.	RR plate girder subway	1	
FAI 80	99-4-1VB	Will	Eric Bolander Construction Co.	RR parallel WF-beams	2	
FAI 80	99-4-1VB-1	Will	Arcole Midwest Corporation	RR parallel WF-beams	2	
FAI 80	99-5HB	Will	Thomas M. Madden Company	Hwy. welded plate girder	1	
FAI 80	99-5HB-4	Will	Krug Excavating Company	Hwy. WF-beam	1	
FAI 80	1314-801HB	Cook	W. J. Sheppard & Company	Hwy. WF-beam	1	
FAI 80						
FA 99	1516-804HB & 1516-804	Cook	Thomas McQueen Company	Hwy. parallel WF-beams	2	
FAI 80	1516-805HB	Cook	Thomas McQueen Company	Hwy. parallel plate girders	2	
FAI 80	1617-806HB	Cook	Krug Excavating Co. & Palumbo Excavating Company	Hwy. WF-beam	1	
FAI 80	1819-824, 1718-807HB	Cook	Thomas McQueen & Krug Excavating Company			
FAI 90	X-103-1965-1-BR-PP	Cook-DuPage	J-P Construction Company	Hwy. dual WF-beams	2	
FAI 90	2828.3-R	Cook	Brighton Building & Maintenance Company	Hwy. separation repairs		
FAI 90	3637.1-R	Cook	Brighton Building & Maintenance Company	Hwy. separation repairs	1	
FAI 94	BR-1964-1X	Cook	Glaze Construction Company	Hwy. separation repairs	8	
FAI 94	0505.2-1B-I	Cook	State Day Labor	RR separation repairs	1	
FAI 270	60-5VHB	Madison	Gorman & Sons, Inc.	Hwy. separation repairs	1	
FAI 270, 70	60-6, 60-6HB, 60-6HB-1 & 60-10K, 60-10HB, 60-10B, 60-10HB-1	Madison	Hoeffken Brothers, Inc.	RR parallel WF-beams	2	
FAI 280	81-2HB-1	Rock Island	Belvidere Construction Company	Hwy. parallel WF-beams, welded plate girders & WF beam	5	
FAS 106	51-VB	Kane	The Schless Const. Co., Inc.	Hwy. WF-beam	1	
FAS 116	110-1516	Cook	Eric Bolander Construction Co.	RR welded plate girder	1	
FAS 1548	3-HB	Macon	C. E. Burgett Construction Co.	Hwy. steel beam		1
CHS 9	E-2-A-I	DuPage	State Day Labor	Hwy. WF-beam	1	
CHS 131	1965-3BR	Cook	Glaze Construction Company	Hwy. separation repairs	1	
Dist. 2	Bridge Repair 1963-4	Winnebago	State Day Labor	RR separation repairs	1	
Dist. 10	Bridge Repair 1964-2	Cook	Glaze Construction Company	RR separation repairs	1	
Total State contracts for						76
(Highway grade separations						45
(Highway grade separation repairs						6
{ Railroad grade separations						12
{ Railroad grade separation widening						1
{ Railroad grade separation repairs						10



TABLE 24.—Continued.  
GRADE SEPARATIONS.—Concluded.  
CITY OF CHICAGO CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1965	Number Uncom- pleted
FAI 55....	SW-1717.2-4B.....	Cook.....	Contracting & Material Co.....	Hwy. continuous steel beam..	.....	1
FAI 55....	SW-1717.4-1VB.....	Cook.....	Contracting & Material Co.....	Hwy. continuous steel beam..	.....	1
FAI 55....	SW-1717.4-2VB.....	Cook.....	J. M. Corbett Company.....	RR steel girder & beam.....	.....	1
FAI 55, FAI 1 Spur.....	SW-1717.6-2P.....	Cook.....	Michael J. McDermott & Co.....	RR welded steel girder subway.....	.....	1
FAI 55....	SW-1818.2-1B.....	Cook.....	Kenny Const. Co. of Illinois.....	Hwy. elevated & continuous WF-beams.....	3	.....
FAI 55....	SW-1818.2-2B.....	Cook.....	Kenny Const. Co. of Illinois.....	Hwy. continuous WF-beam..	1	.....
FAI 55....	SW-1818.4-1VB.....	Cook.....	Contracting & Material Co.....	Hwy. continuous WF-beam..	.....	1
FAI 55....	SW-1818.3-1H.....	Cook.....	James McHugh Construction Co.....	RR elevated continuous welded steel girder.....	1	.....
FAI 55....	SW-1818.3-2H.....	Cook.....	James McHugh Construction Co.....	Hwy. elevated continuous steel beam.....	.....	1
				RR elevated continuous welded steel girder.....	.....	1
Total City of Chicago contracts for.....				{ Highway grade separations... Railroad grade separations....	4 1	4 3

COOK COUNTY CONTRACTS.

FAI 57....	068-1819.1-CF.....	Cook.....	The Standard Paving Company.....	Hwy. continuous composite WF-beam.....	.....	1
FAI 57....	068-1919.2-CF.....	Cook.....	Thomas M. Madden Company.....	Hwy. composite steel WF-beam.....	.....	1
FAI 57....	068-1920.1-CF.....	Cook.....	Thomas M. Madden Company.....	Hwy. composite continuous WF-beam.....	.....	1
FAI 57....	068-2021.1-CF.....	Cook.....	Thomas M. Madden Company.....	Hwy. composite WF-beam..	.....	1
FAI 57....	068-2121.4-CF.....	Cook.....	James McHugh Construction Co.....	Hwy. continuous composite welded plate.....	.....	2
Total Cook County contracts for.....				Highway grade separations...	0	6
Grand total—Highway grade separations.....					80	55
Grand total—Highway grade separation repairs.....					17	6
Grand total—Railroad grade separation repairs.....					30	15
Grand total—Railroad grade separation widening.....					1	1
Grand total—Railroad grade separation repairs.....					12	10

BRIDGE PAINTING.  
STATE CONTRACTS.

Route or District	Section	County	Contractor	Number Completed 1965	Number Uncom-pleted
FA 10.....	13-VP.....	Tazewell.....	Chonowski Contracting Company.....	.....	1
FAI 80.....	99-3P.....	Will.....	Cosmopolitan Painting Company, Inc.....	2	.....
Dist. 1.....	Bridge Painting 1965-1.....	DeKalb-Will.....	Cosmopolitan Painting Company, Inc.....	7	.....
Dist. 2.....	Painting 1964-1.....	Various.....	Cosmopolitan Painting Company, Inc.....	2	.....
Dist. 2.....	Bridge Painting 1965-1.....	Various.....	John Maurer.....	3	5
Dist. 3.....	Bridge Painting 1965-1.....	Various.....	Cosmopolitan Painting Company, Inc.....	4	1
Dist. 4.....	Bridge Painting 1965-1.....	Tazewell-Fulton-Marshall.....	Cosmopolitan Painting Company, Inc.....	4	1
Dist. 6.....	Painting 1965-1.....	Cass-Sangamon.....	C & G Painting Corporation.....	2	.....
Dist. 7.....	Painting 1965-1.....	Wabash.....	Northwestern Industries, Inc.....	1	.....
Dist. 7 & 9.....	Painting 1965-1.....	Various.....	Robert W. Britz.....	14	.....
Dist. 8.....	Painting 1965-1.....	Calhoun-Jersey.....	Roseland Painting & Decorating Company, Inc.....	.....	1
Dist. 10.....	Painting 1963-1.....	Cook.....	Roseland Painting & Decorating Company, Inc.....	6	.....
Dist. 10.....	Painting 1964-1.....	Cook.....	J. L. Manta, Inc.....	17	1
Dist. 10.....	Bridge Painting 1965-1.....	Cook-DuPage.....	Cosmopolitan Painting Company, Inc.....	.....	4
Dist. 10.....	Expressway Bridge Painting 1965-1.....	Cook.....	D. L. Vessens Company, Inc.....	3	.....
Total bridges painted.....				65	14

MISCELLANEOUS.  
STATE CONTRACTS.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncom-pleted
SBI 1.....	1960-18RS-I.....	Cook.....	State Day Labor.....	Repair drainage structure.....	100	.....
SBI 1.....	I-15d-1.....	Iroquois.....	State Day Labor.....	Repair expansion joints.....	Job cancelled	.....
SBI 1.....	1-NB-I.....	Iroquois.....	State Day Labor.....	Miscellaneous repairs.....	100	.....
SBI 1 Spur	26-I.....	Vermilion.....	State Day Labor.....	Metal handrail.....	5	0
SBI 1.....	161-Y-I.....	Cook.....	Silvestri Paving Company.....	Intersection improvement.....	100	.....
SBI 1.....	3268-15d-Z-T.....	Cook.....	J. M. Corbett Company.....	Storm sewers.....	70	30
SBI 1.....	3268-15d-Z-W-I-TS.....	Cook.....	A. A. Electric Company.....	Traffic signal reconstruction.....	100	100
SBI 2.....	38-I.....	Ogle.....	State Day Labor.....	Box culvert repairs.....	95	0
SBI 2.....	38B-I.....	Ogle.....	State Day Labor.....	Steel retaining cage.....	100	.....
SBI 2.....	70B-I-2.....	LaSalle.....	Valley Builders, Inc.....	Service walkway.....	100	.....
SBI 3.....	65-I.....	Monroe.....	Alpha Asphalt Corporation.....	I-11 on right turn lanes.....	95	5
SBI 4-A.....	46-VB-NRM-I.....	Cook.....	State Day labor.....	Sidewalk & wearing surface re-pair.....	.....	100
SBI 5.....	7Y-I.....	Cook.....	State Day Labor.....	Bridge handrail.....	100	.....
SBI 6, 80.....	(20, 106, 107, 109)R.....	Whiteside-Carroll.....	J. L. Simmons Company, Inc.....	PCC patching.....	100	.....
SBI 7-A.....	N(15-D)-I.....	LaSalle.....	State Day Labor.....	Metal handrail.....	100	.....
SBI 8.....	50-HL.....	Peoria-Tazewell.....	J. C. Schaefer Electric, Inc.....	Highway lighting system.....	100	.....
SBI 10.....	13-I.....	Macon.....	State Day Labor.....	RC box culvert.....	100	.....



TABLE 24.—Continued.  
MISCELLANEOUS.—Continued.  
STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncompleted
SBI 12...	(5, 6)I...	Richland	State Day Labor	Ditch & shoulder grading...	100	...
SBI 15...	(8, 9, 12B & 13B)I...	Washington-Jefferson	Rex Construction Company	Bridge handrail replacement...	100	...
SBI 15...	14B-I...	Jefferson	State Day Labor	Pedestrian bridge...	100	100
SBI 16...	21BR-I...	Montgomery	Litchfield Bituminous Corporation	RC box culvert...	100	...
SBI 18...	12-R...	Kendall	State Day Labor	Remove abandoned truck weigh station...	100	...
SBI 19, 63...	1964-26R...	Cook	J. M. Corbett Company	Underpass reconstruction...	100	...
SBI 20...	14X-I-I...	McHenry	State Day Labor	Bridge handrail...	100	...
SBI 21...	1965-1-IL...	Cook	White City Electric Company	Underpass lighting...	100	100
SBI 22...	R-I...	Kane	State Day Labor	Bridge handrail...	100	...
SBI 22...	21-I-2, 21-I-1...	Lake	Peter Baker & Son Company	Resurface left turn lanes...	10	0
SBI 22...	(125S-1, 21)I-3...	Lake	Engelhardt, Inc.	Median drainage ditches...	100	...
SBI 24...	(L-15-D & L-B)I...	Tazewell	State Day Labor	Metal handrail...	100	...
SBI 25						
Spur...	25S-Z-1-I-2...	Champaign	Champaign Asphalt Company	New pumping units...	100	100
SBI 26...	1BR-I...	Stephenson	State Day Labor	Bridge handrail...	100	...
SBI 29...	11-I-1...	Peoria	McDougal-Hartmann Company	Concrete pavement on right & left turn lanes...	100	...
SBI 34...	7B-I-2...	Pope	State Day Labor	Remove temporary bridge...	100	...
SBI 36...	12B-I...	Adams	State Day Labor	Metal handrail...	100	...
SBI 36...	12B-I-1...	Adams	State Day Labor	Metal handrail...	100	...
SBI 36...	13B-I...	Adams	State Day Labor	Metal handrail...	100	...
SBI 36...	13B-I-1...	Adams	State Day Labor	Metal handrail...	100	...
SBI 42-A...	K-I...	Lake	Engelhardt, Inc.	Removal of abandoned RR structure...	100	...
SBI 46...	462D-R...	Cook	Thomas M. Madden Company	Removal & replacement of bridge deck...	95	0
SBI 46...	464-Y-I...	Cook	Peter J. Crowley Company	Intersection improvement...	96	4
SBI 46...	464-Y-I-W...	Cook	Bongi Cartage, Inc.	Building removal...	25	0
SBI 46...	464-Y-I-TS...	Cook	Knott & Mielly, Inc.	Traffic signals...	100	...
SBI 46, 63...	1965-41-PP...	Cook	J-P Construction Company	Intermittent I-11 patching...	100	100
SBI 48...	(116B & 117B)I-1...	Ford-McLean	State Day Labor	Sealing & resurfacing...	100	...
SBI 49...	146-B2, C2-R...	Cook	Brighton Building & Maintenance Co.	Lift tower foundation...	45	55
SBI 50...	50-1-W-Y & RS-TS...	Cook	Commercial Light Company	Reconstruction of traffic control signals...	50	50
SBI 53...	531-2-I...	Cook	Flynn Fence & Supply Company	Fencing...	50	0
SBI 55...	78-2-Y & RS-TS...	Cook	A. A. Electric Company	Traffic signals...	35	65
SBI 57...	571-W-1-I...	Cook	Arcole Midwest Corporation	Intersection improvement...	100	...
SBI 57...	571-W-1-I-TS...	Cook	Hecker & Company, Inc.	Traffic signals...	100	...
SBI 58...	583-B-I...	Cook	State Day Labor	Bridge rail replacement...	100	100
SBI 59...	113-I-1...	DuPage	State Day Labor	Access connections...	100	...



SBI 60	SY-1-I	Lake	State Day Labor	Intersection improvement	25	0
SBI 60	ZRY-Ext., ZR-1-T	Cook	Rock Road Construction Company	Storm sewers	65	0
SBI 60	ZRY-Ext., ZR-1-WTS	Cook	Wood Electrical Construction, Inc.	Traffic signals	85	15
SBI 64	126 Ext.-T	DeKalb	Zimmerman & Kahler, Inc.	RC box culvert	10	0
SBI 70	105B-I	Winnebago	State Day Labor	Repairs to abutment	100	
SBI 71	(27, 30)I	Kane	The Schless Construction Co., Inc.	Box culvert extensions	100	
SBI 76	101-A	Boone	Rockford Blacktop Construction Co.	Bituminous shoulders	100	
SBI 78	104B-I	JoDavies	State Day Labor	Handrail replacement	100	
SBI 80	103B-I	JoDavies	State Day Labor	Steel retaining cage	100	100
SBI 100	120B-I	Pike	State Day Labor	Retaining wall	100	100
SBI 105	109B-1-I	Pike	State Day Labor	Repair pier caps	100	
SBI 126	110X-2VB-I-I	Sangamon	State Day Labor	Concrete abutment caps	100	100
SBI 126	110X-5-I	Sangamon	State Day Labor	BAM stabilized shoulders	100	
SBI 142	(115-B, 116-B)I	Hamilton	State Day Labor	Bridge handrail	100	100
SBI 157	118-H-I	Madison	State Day Labor	Replace handrail	100	
SBI 157	119B-I	St. Clair	State Day Labor	Metal handrail & hubguard	100	100
SBI 164	120B-I	Tazewell	R. A. Cullinan & Son, Inc.	CMP pipe arch	100	
SBI 182	101B-I	Marion	State Day Labor	Replace existing handrail	100	100
FA 2	12-1B-1	Union	Howell Construction Company	RC box culverts	100	
FA 4	87-TS	Schuyler	Frank Hubbard Electric Company	Modify traffic signals	100	
FA 5	24-R & 25-R	Logan	State Day Labor	Clean & shape ditches	100	100
FA 5	26-2HL	Madison	R. Dron Electrical Company, Inc.	Highway lighting system	50	50
FA 5	84-1-I	Logan	Truman L. Platt & Sons Company, Inc.	Left turn lane resurfacing	100	
FA 7	3838-234SR	DuPage-Cook	George H. Hartong, Inc.	Shoulder reconstruction	100	
FA 7	3838-234-I	Cook	State Day Labor	Construct drainage facilities	100	
FA 13,						
SBI 1	5-TS, 20-TS	Crawford-Richland	Champaign Asphalt Company	Traffic signals	100	
FA 13	6-2-I	Richland	C. J. Moritz, Inc.	Right turn lane	100	
FA 14	(26, 27)LS	St. Clair	Nollau Nurseries, Inc.	Landscaping	5	0
FA 14	28-LS	St. Clair	Central Landscaping, Inc.	Landscaping	40	15
FA 14	28-LS-1	St. Clair	Nollau Nurseries, Inc.	Landscaping	5	0
FA 20	1964-14TS	Cook	Contracting & Material Company	Traffic signals	50	50
FA 20	1965-17TS	Cook	Contracting & Material Company	Traffic signals	100	
FA 23	R-R-L	Kane	J. F. Edwards Construction Company	Highway lighting	90	0
FA 31	(117-2, 117-3)LS	Peoria	Midwest Landscape Associates	Landscaping	17	83
FA 31,						
FAI 74	(117-2, 118)T, 8T-1	Peoria	State Day Labor	Concrete gutter & driveway improvement	95	5
FA 36	43-I	Pike	State Day Labor	Impounding dam & channel change	100	
FA 42	1964-27	Cook	Rock Road Construction Company	Intersection improvement	100	
FA 60	(106-1)LS	Lake	Siems Nurseries, Inc.	Seeding	50	0
FA 61	531-2-1-TS	Cook	L & S Construction Company	Traffic signals	95	5
FA 99	104R-L	Lake	Aldridge Electric, Inc.	Highway lighting system	90	10
FA 99	104R-LS	Lake	Siems Nursery, Inc.	Landscaping	50	50
FA 99	125R-L	Lake	Aldridge Electric, Inc.	Highway lighting	100	100
FA 122	0102-SR	Cook	Gallagher Asphalt Corporation	Shoulder reconstruction	100	
FA 138,						
SBI 80	(33 & 40)1LS, 116-LS	Rock Island	The Davey Tree Expert Company	Landscaping	100	100
FA 141	X-I	Kane	State Day Labor	Bridge handrail	100	
FA 141	61-L	Kane	Aldridge Electric, Inc.	Highway lighting	95	5
FA 141, 7	61-SG, (C & J)R-2SG	Kane-DuPage	National Advertising Company	Traffic signs & delineators	100	100
FA 151	(101, 102)LS	Madison	Henry Nurseries, Inc.	Landscaping	35	0
FA 155	401-2LS	Jersey	Carver & Company	Landscaping	100	



TABLE 24.—Continued.  
MISCELLANEOUS.—Continued.  
STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncompleted
FA 188....	1-1DM.....	Winnebago.....	Ballard Wrecking Company, Inc.....	Building removal.....	15	85
FA 188....	3-TS.....	Winnebago.....	Cecil B. Wood, Inc.....	Traffic signals.....	30	0
FA 194, 2..	(1, 2, 3, 4, 5, 6)SG&I & 1-SG...	Winnebago.....	Fosco Fabricators, Inc.....	Traffic signs, delineators & fencing.....	70	0
FA 199....	1-DM-2.....	Rock Island.....	C. S. Ehinger.....	Building removal.....	100	
FA 201....	(G & 12)1-I.....	Lake.....	Lakeland Construction Company, Inc.....	Intersection improvement.....	100	
Various....	10X-FR-1964-2.....	Cook.....	Midwest Fence Corporation.....	Chain link fencing.....	100	
Various....	1965-49SR.....	Cook.....	Donohoe Asphalt & Paving Company.....	Stabilized shoulders.....	100	
Various....	1965-50SR.....	Cook.....	Johnston Roadbuilders, Inc.....	Stabilized shoulders.....	25	100
Various....	1965-52SR.....	Cook.....	Allied Asphalt Paving Company.....	Stabilized shoulders.....	100	75
Various....	1965-54SR.....	Cook.....	Arcole Midwest Corporation.....	Stabilized shoulders.....	100	
FAI 55....	(22-1HB-4)LS.....	DuPage.....	State Day Labor.....	Landscape repair & drainage correction.....		100
FAI 55....	(22-1, 22-2)T.....	DuPage.....	R. W. Duntzman Company.....	Paved ditches.....	60	0
FAI 55, 74.	(57-3, 4, 5, 6, 7, 8; 57-19, 20)SG...	McLean.....	Fosco Fabricators, Inc.....	Traffic signs & delineators.....	13	87
FAI 55....	84-2-1-I-2.....	Sangamon.....	State Day Labor.....	Widen approaches to rest areas.....	100	
FAI 55....	84-2LS.....	Sangamon.....	Leesley Nurseries, Inc.....	Landscaping.....	19	1
FAI 55....	84-3LS, 2-LS.....	Sangamon.....	Leesley Nurseries, Inc.....	Landscaping.....	12	1
FAI 55....	0118-642-I.....	Cook.....	Perma-Line Midwest Corporation.....	Pavement markings.....	100	
FAI 55....	0507-635TS.....	Cook.....	Knott & Mielly, Inc.....	Modifying traffic control systems.....	30	0
FAI 55....	1114-653L.....	Cook.....	Kil-Bar Electric Company.....	Highway lighting.....	5	0
FAI 55....	1114-660SG.....	Cook.....	National Advertising Company.....	Traffic signs.....	5	0
FAI 55....	Dist. 1 Gutter Reconstruction 1964-1.....	Will-DuPage.....	State Day Labor.....	Reconstruct gutter.....	100	100
FAI 57....	10(30, 31, 32, 33, 34-1)SG.....	Champaign.....	Fosco Fabricators, Inc.....	Traffic signs & delineators.....		
FAI 57....	(25-8, 87-1, 18-1)SG.....	Effingham-Shelby-Cumberland.....	Hoosier Fence Company, Inc.....	Traffic signs & delineators.....	100	
FAI 57....	(25-8, 87-1)LS.....	Effingham-Shelby.....	Federal Landscaping Company.....	Landscaping.....	80	20
FAI 57....	28(1, 2, 3, 4, 5)SG; X1(4, 4-1)SG-1; X1(6-2)SG-2.....	Franklin-Williamson.....	Chaney Fence Corporation.....	Traffic signs & delineators.....	90	0
FAI 57....	28-5TS.....	Franklin.....	Kenneth L. Sullivan.....	Traffic signals.....	20	0
FAI 57....	(44-1, 44-1-1)LS.....	Johnson.....	Federal Landscaping Company.....	Landscaping.....	80	0
FAI 57....	(87-1-1, 18-1)LS.....	Cumberland-Shelby.....	Federal Landscaping Company.....	Landscaping.....	80	20
FAI 57....	91-3-1LS.....	Union.....	Federal Landscaping Company.....	Landscaping.....	80	0
FAI 57....	Dist. 9 Interstate Drainage Correction 1964-1.....	Various.....	Pautler Brothers Contractors, Inc.....	Drainage correction.....	90	0
FAI 64....	82-(1, 2, 3)DM-3.....	St. Clair.....	Aalcan Demolition & Contracting Company, Inc.....	Building removal.....	60	0

CONSTRUCTION

FAI 64.....	82-(1, 2, 3)DM-4	St. Clair.....	Eastridge Excavating Contractors, Inc.....	Building removal.....	50	50
FAI 70.....	25-3AC-1	Effingham.....	Howell Asphalt Company.....	Bituminous concrete resurfacing of frontage roads.....	100	100
FAI 70.....	26-0B	Fayette.....	Culberson Construction Company, Inc.....	Quadruple RC box culvert.....	100	100
FAI 70.....	(26-3, 26-4)LS	Fayette.....	Central Landscaping, Inc.....	Landscaping.....	60	40
FAI 70.....	60-7-1-1	Madison.....	McCann & Company, Inc.....	Paved weigh station	10	0
FAI 70.....	60-7-I-1HL	Madison.....	Rite Electric Company.....	Approaches.....	10	0
FAI 70.....	60-7-I-2	Madison.....	General Contracting Company.....	Highway lighting & traffic signs.....	60	40
FAI 70.....	60-7-I-3	Madison.....	Fairbanks Morse, Inc.....	Scale pits.....	95	5
FAI 70.....	(60-7, 8, 9)LS	Madison.....	Pine & Company.....	Electronic weighing equipment.....	100	100
FAI 70.....	(82-1, 82-2)LS	St. Clair.....	Henry Nurseries, Inc.....	Landscaping.....	5	0
FAI 70.....	(82-3, 4)DM	St. Clair.....	Illmo Contractors, Alcan Demolition & Contracting Co., & Robert S. Link Trucking.....	Landscaping.....	20	5
FAI 70.....	(82-5, 6 & 60-6)LS	St. Clair-Madison.....	Central Landscaping, Inc.....	Building removal.....	85	15
FAI 74.....	8-T	Peoria.....	State Day Labor.....	Landscaping.....	5	5
FAI 74.....	14-1-I-1	Champaign.....	Chaney Fence Corporation.....	Rock fill.....	100	100
FAI 74.....	(48-26, 27)SG	Knox.....	Hoosier Fence Company, Inc.....	Guardrail.....	100	100
FAI 74.....	48-27-I	Knox.....	Midwest Fence Corporation.....	Traffic signs & delineators.....	99	1
FAI 74.....	48-27LS	Knox.....	The Davey Tree Expert Company.....	Fencing.....	90	0
FAI 74.....	57-18HL	McLean.....	D. & H. Electric & Heating Co., Inc.....	Landscaping.....	88	12
FAI 74.....	72-5LS	Peoria.....	Midwest Landscape Associates.....	Highway lighting system.....	100	100
FAI 74, FA 31	72(5, 6, 7, 8)SG, 117-3SG	Peoria.....	Chaney Fence Corporation.....	Landscaping.....	95	5
FAI 74.....	72-7HL	Peoria.....	Champaign Asphalt Company.....	Traffic signs & delineators.....	100	100
FAI 74.....	(72, 90)10B-1; 72-9-I-2; 90-11-I-3	Peoria-Tazewell.....	Midwest Fence Corporation.....	Highway lighting.....	100	100
FAI 74, FA 138	81-2HL, 33-1HL	Rock Island.....	Baer Electric Company, Inc.....	Median rail barrier.....	10	0
FAI 74.....	81-3WS-2	Rock Island.....	Fairbanks, Morse & Company.....	Electronic weighing equipment.....	15	5
FAI 74.....	81-3WS-HL	Rock Island-Henry	J. F. Edwards Construction Company.....	Highway lighting system.....	100	100
FAI 74.....	90(14)LS	Tazewell.....	Midwest Landscape Company.....	Landscaping.....	2	0
FAI 74.....	90(14-1)LS	Tazewell.....	Midwest Landscape Company.....	Landscaping.....	5	0
FAI 74.....	90(15-1, 15)LS	Tazewell.....	Midwest Landscape Company.....	Landscaping.....	10	0
FAI 74.....	92(11, 12)L	Vermilion.....	Champaign Asphalt Company.....	Highway lighting.....	75	0
FAI 74.....	(92-11, 12)LS	Vermilion.....	Federal Landscaping Company.....	Landscaping.....	1	99
FAI 74.....	92(11, 12)SG	Vermilion.....	National Advertising Company.....	Traffic signs & delineators.....	100	100
FAI 80.....	06-5LS	Bureau.....	The Davey Tree Expert Company.....	Landscaping.....	70	5
FAI 80.....	06-6LS	Bureau.....	The Davey Tree Expert Company.....	Landscaping.....	70	5
FAI 80.....	06-7LS	Bureau.....	The Davey Tree Expert Company.....	Landscaping.....	70	5
FAI 80.....	(32, 47)-4-I-1	Grundy.....	Eric Bolander Construction Company.....	Rest area pavement	100	100
FAI 80.....	(32, 47)-4-I-2	Grundy.....	State Day Labor.....	Pier repair.....	100	100
FAI 80.....	37-1B-1-I	Henry.....	State Day Labor.....	Slope wall repair.....	100	100
FAI 80.....	37(2, 3 & 4)LS	Henry.....	Otto Dangaard.....	Landscaping.....	10	0
FAI 80.....	50-2LS	LaSalle.....	Midwest Landscape Company.....	Landscaping.....	45	15
FAI 80.....	50-3LS	LaSalle.....	Leonard Meyers Landscape Contractor, Inc.....	Landscaping.....	16	2
FAI 80.....	(99-1)I	Will.....	Carlson Asphalt Company, Inc.....	Bituminous surfaced shoulders.....	100	100
FAI 80.....	99-2DM	Will.....	State Wrecking Company, Inc.....	Building removal.....	15	0
FAI 80.....	(99-3, ID-2, 10)DM	Will.....	C. S. Ehinger.....	Building removal.....	15	0



TABLE 24.—Continued.  
MISCELLANEOUS.—Continued.  
STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncompleted
FAI 80	(99-4)DM	Will	Bongi Cartage, Inc.	Building removal	10	15
FAI 90	(100 & 100-1)LS	Cook-DuPage	Grundstrom Company, Inc.	Landscaping	90	10
FAI 90	100T-3	DuPage-Cook	E. M. Melahn Construction Company	Shoulder repair & drainage correction	80	0
FAI 90	3334-250SG	Cook	L & S Construction Company	Traffic actuated information signs	75	0
FAI 90	3434-232-I	Cook	Carlson Asphalt Company, Inc.	Pumping station parking area	100	
FAI 90	3738-235-I	Cook	Leo Michuda & Son Company	Addition & improvement to pumping station	100	
FAI 94	(49-1)I-1	Lake	Eric Bolander Construction Company	Shoulder resurfacing	20	0
FAI 94	0304-486-I	Cook	Leininger Construction Company	Ramp improvement	100	
FAI 94	0404-483-I	Cook	Thomas M. Madden Company	Shoulder reconstruction	90	10
FAI 94	0808-712AC	Cook	W. J. Sheppard & Company	Ramp & frontage road surfacing, traffic signs	69	31
FAI 94	1515-SRT	Lake	Peter Baker & Son Company	Shoulder & drainage reconstruction	100	
FAI 94	X101-1965-3DS-DR	Cook	J-P Construction Company	Bridge deck resurfacing	100	
FAI 94	X104-1965-2DS-DR	Cook	J. M. Corbett Company	Bridge deck & approach slabs resurfacing	100	
FAI 270	(60-1, 4, 5, 6)SG	Madison	National Advertising Company	Traffic signs & delineators	95	5
FAI 270	(60-2, 3)I-1	Madison	Chaney Fence Corporation	Woven wire & chain link fence		100
FAI 270	(60-2, 3)SG	Madison	Chaney Fence Corporation	Traffic signs & delineators	95	0
FAI 270	(60-3)I, (5-10, 6-3)I	Madison	McCann & Company, Inc.	Stabilized shoulders	10	0
FAI 270	60-3LS	Madison	Henry Nurseries, Inc.	Landscaping	95	5
FAI 270	60-4LS	Madison	Federal Landscaping Company	Landscaping	60	40
Various	54-TS	Wayne	County Day Labor	Traffic signs	100	
Various	31-TS	Clay	County Day Labor	Traffic signs	100	
Various	32-TS	Hamilton	Amalco, Inc.	Traffic signs		100
FAS 106	93-LS	Kane	Seims Nursery, Inc.	Landscaping	50	0
CHS 022	1965-22TS	Cook	Hecker & Company, Inc.	Traffic signals	2	98
CHS 037	1965-24TS	Cook	Knott & Mielly, Inc.	Traffic signals		100
CHS 053	2020-V-ER	Cook	John Doherty Company	Embankment reconstruction		100
CHS 4	14-15d-I	Sangamon	Truman L. Flatt & Sons Company, Inc.	Gravel or crushed stone shoulders	100	
CHS 32	E-1-D-I	DuPage	State Day Labor	Replace expansion joint	100	
CHS 49	32-I-1	Will	State Day Labor	Metal handrails & wearing surface	100	
CHS 49	3061-B-I	Cook	State Day Labor	Bridge rail replacement	100	
CHS 106	100B-I	Cook	State Day Labor	Bridge rail & sidewalk replacement	100	
CHS 130	3035-15d-Z-Y-TS	Cook	Wood Electrical Construction, Inc.	Traffic signals	60	40

## CONSTRUCTION

CHS 130. CHS 189, SBI 49, 51.....	33035-15d-Z-Y-1TS.	Cook.....	Contracting & Material Company.....	Traffic signals.....	2	98
CHS 196. CH 013, SBI 53.	1964-25R. 1965-2R.....	Cook..... Cook.....	Brighton Building & Maintenance Co..... J-P Construction Company.....	Underpass reconstruction..... Underpass reconstruction.....	100	100
CH 16. CH 26. CH 123. CH 128. CH 139, 141.....	1965-53SR. 2527-1..... P-15d-1..... 328B-15d-Z-1TS. 372-A-15d-Z-Y-TS.....	Cook..... Cook..... Vermilion..... Cook..... Cook.....	Rock Road Construction Company..... State Day Labor..... State Day Labor..... Hecker & Company, Inc..... Hecker & Company, Inc.....	Stabilized shoulders..... Resurface bridge floor..... Metal handrail..... Traffic signals..... Traffic signals.....	100 100 5 20 80	100 100 0 0 0
Senate Bill 275.....	1964-24R. New Salem State Park Road..	Cook..... Menard.....	J. M. Corbett Company..... State Day Labor.....	Underpass reconstruction..... New bridge deck & road improvement.....	100 100	100
Senate Bill 1230.....	6..... Headquarters Storage Area..	Coles..... Lee.....	Shank Road Oil & Culvert Company..... State Day Labor.....	Bituminous surfacing..... Earth embankment.....	100 100	100
Dist. 1.....	1-1..... 2..... Pavement Patching 1965-1..... Pavement Patching 1965-2..... Roadside Rest Stops 1964-1..... Site No. 01-401..... Roadside Rest Stops 1964-1..... Site No. 01-402..... Roadside Rest Stops 1964-1..... Site No. 01-501..... Weighing Station Repairs 1965-1.....	Kankakee-Will..... Washington..... Kane-DuPage-Lake..... DuPage-Kane-Will..... DeKalb..... McHenry..... McHenry..... Will.....	Azzarelli Construction Company..... Keene Roadbuilders, Inc..... State Day Labor..... State Day Labor..... State Day Labor..... State Day Labor..... State Day Labor..... State Day Labor.....	Bituminous surface treatment PCC patching..... PCC patching..... Rest stops..... Rest stops..... Rest stops..... Repairs to two weigh stations.	100 100 100 80 25 25	100 75 75 100 60
Dist. 1 thru 9...	Two-way Radio System Maintenance.....	Various.....	Motorola Communications & Electronics, Inc.....	Maintenance of two-way radio system.....	40	100
Dist. 1 & 10.....	Electrical & Maintenance 1965-1.....	Various.....	Meade Electric Company, Inc.....	Maintenance of traffic signals, highway lighting, etc.....	85	100
Dist. 1.....	Traffic Signals 1964-4.....	DuPage-Kane-Will.....	Virgil Cook & Son, Inc.....	Traffic signals.....	100	100
Dist. 1.....	Traffic Signals 1965-1.....	DuPage-Lake.....	Virgil Cook & Son, Inc.....	Traffic signals.....	100	100
Dist. 1.....	Traffic Signals 1965-2.....	DuPage-Will.....	Virgil Cook & Son, Inc.....	Traffic signals.....	100	100
Dist. 1.....	Traffic Signals 1965-3.....	Lake.....	Virgil Cook & Son, Inc.....	Modernization of traffic control signals.....	75	25
Dist. 1.....	Traffic Signals 1965-4.....	Kane-Lake-McHenry.....	Virgil Cook & Son, Inc.....	Reconstruction of traffic signals.....	75	25
Dist. 1.....	Traffic Signals 1965-5.....	Kane-Kendall-Will.....	Virgil Cook & Son, Inc.....	Traffic signals.....	5	95
Dist. 1.....	Traffic Signals 1965-6.....	DuPage-Kane-Lake-Will.....	Virgil Cook & Son, Inc.....	Steel plate beam & cable road guard.....	100	100
Dist. 1.....	Road Guard 1965-1.....	Boone-DeKalb-DuPage- LaSalle-Kendall-Ogle-Will..	State Day Labor.....			



TABLE 24.—Continued.  
MISCELLANEOUS.—Continued.  
STATE CONTRACTS.—Continued.

CONSTRUCTION					
Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965 Per Cent Uncom- pleted
Dist. 1....	Shoulder Stabilization 1965-1.	Kane.....	State Day Labor	BAM stabilized shoulders.....	100
Dist. 1....	Mowing Maintenance 1965-1.	Lake.....	Central Landscaping, Inc.....	Mowing.....	100
Dist. 1....	Mowing Maintenance 1965-2	DuPage-Will-Cook-Kane.....	William H. Bleck, Jr.....	Mowing.....	100
Dist. 1....	Mowing Maintenance 1965-3.	Will-Cook-DuPage-Kendall...	Plainfield Bridge & Const., Inc.	Mowing.....	100
Dist. 1....	Mowing Maintenance 1965-4.	Will-Kendall.....	Plainfield Bridge & Const., Inc.	Mowing.....	100
Dist. 1....	Mowing Maintenance 1965-5.	Will.....	William H. Bleck, Jr.....	Mowing.....	100
Dist. 1....	Historical Markers 1964-1.	Ogle.....	State Day Labor	Historical markers.....	100
Dist. 2....	Bridge Repairs 1965-6.	Whiteside.....	State Day Labor	Lower culvert flow line.....	100
Dist. 2....	Bridge Handrail Repairs 1965-1.	Bureau-Carroll-Henry- Ogle-Rock Island.....	State Day Labor	Metal handrail.....	100
Dist. 2....	Cable Road Guard 1965-1	Henry-Rock Island.....	State Day Labor	Cable road guard.....	100
Dist. 2....	Joint Cutting 1965-1.	Winnebago.....	State Day Labor	Cut & fill expansion joints.....	100
Dist. 2....	Concrete Patching 1965-1.	JoDavies.....	State Day Labor	PCC pavement patching.....	100
Dist. 3....	Bituminous Undersealing 1965-1.	Kankakee-McLean.....	State Day Labor	Underseal existing pavement.....	100
Dist. 3....	Bituminous Seal Coat 1965-1, 2, 3, 4, 5, 6.	Bureau-Grundy-Kankakee-Livingston.....	State Day Labor	Seal coating.....	100
Dist. 3....	Guard Fence Replacement 1965-1.	Various.....	State Day Labor	Cable road guard.....	100
Dist. 3....	Crushed Stone Shoulders 1965-1.	Various.....	State Day Labor	Shoulder repair.....	100
Dist. 3....	Headwall Removal 1964-1.	Various.....	State Day Labor	Removal of concrete culvert headwalls.....	2 0
Dist. 3....	Headwall Removal 1965-1.	Ford-LaSalle-Marshall-Livingston.....	State Day Labor	Removal of existing culvert headwalls.....	100
Dist. 3....	Historical Marker Turnouts 1964-1, 2, 3, 4.	Kankakee-LaSalle-Livingston.....	State Day Labor	Driveways & parking areas.....	8 2
Dist. 3....	Roadside Rest Stops 1964-1.	Iroquois-LaSalle.....	State Day Labor	Rest stops.....	100
Dist. 3....	Roadside Rest Stop 1965-1.	Woodford.....	State Day Labor	Rest stop.....	100
Dist. 3....	Roadside Rest Stop 1965-2.	Iroquois.....	State Day Labor	Rest stop.....	0
Dist. 4....	Historical Markers 1964-1.	Various.....	State Day Labor	Historical marker turnouts.....	28
Dist. 4....	Historical Markers 1965-1.	McLean.....	State Day Labor	Historical marker sites.....	98
Dist. 4....	Rest Stops 1964-1.	Woodford.....	State Day Labor	Rest stop turnouts.....	40
Dist. 4....	Rest Stops 1964-2.	Peoria.....	State Day Labor	Rest stop turnout.....	32
Dist. 4....	Rest Stops 1964-3.	McDonough.....	State Day Labor	Rest stop turnout.....	28
Dist. 4....	Landscaping 1965-1.	Warren-McDonough-Knox-Fulton-Henry-Stark-Peoria-Woodford.....	The Davey Tree Expert Company.....	Landscaping.....	25 75



Dist. 4....	Tree Removal 1962-3.....	Various.....	Edwards Construction Company.....	Removal of dead trees.....	100	10
Dist. 4....	Weed Control Spraying 1965-1.....	Various.....	Woodbury Chemical Company.....	Roadside spraying.....	100	
Dist. 4....	Patching 1965-1.....	Fulton-McDonough.....	State Day Labor.....	PCC patching.....	100	
Dist. 4....	Patching 1965-2.....	McLean-Tazewell.....	State Day Labor.....	PCC patching.....	100	
Dist. 4....	Patching 1965-3.....	Knox.....	State Day Labor.....	PCC patching.....	100	
Dist. 4....	Patching 1965-4.....	McDonough-Hancock.....	State Day Labor.....	PCC patching.....	100	
Dist. 4....	Undersealing 1965-1.....	Woodford.....	State Day Labor.....	Pavement undersealing.....	100	
Dist. 4....	Undersealing 1965-2.....	Peoria.....	State Day Labor.....	Pavement undersealing.....	100	
Dist. 4....	Guard Rail 1965-1.....	Hancock-McDonough- Fulton-Bureau.....	State Day Labor.....	Steel plate beam guard rail.....	100	
Dist. 5....	Maintenance Storage Building Repair 1965-1.....	Macon.....	State Day Labor.....	Remove & rebuild portion of building.....	100	100
Dist. 5....	Concrete Headwall Removal 1965-1.....	Shelby-Macon-DeWitt.....	State Day Labor.....	Headwall removal.....	100	100
Dist. 5....	Weed Control Spraying 1965-1.....	Various.....	Woodbury Chemical Company.....	Roadside spraying.....	100	
Dist. 5....	Bituminous Surface Treatment 1965-1.....	Vermilion.....	State Day Labor.....	Surface treatment.....	100	
Dist. 5....	Bituminous Seal Coat 1965-1.....	Champaign.....	Parro Construction Corporation.....	Seal coating.....	100	
Dist. 5....	Bituminous Undersealing 1965-1.....	Shelby-Moultrie.....	State Day Labor.....	Undersealing.....	100	
Dist. 5....	Guard Rail Reconstruction 1965-1.....	Various.....	State Day Labor.....	Steel plate beam guard rail.....	100	
Dist. 5....	Roadside Rest Stops 1964-1.....	Macon-Douglas-Vermilion.....	State Day Labor.....	Rest stops.....	20	0
Dist. 5....	Grading & Drainage 1965-1.....	Logan-DeWitt.....	State Day Labor.....	Correct deficient drainage.....	100	
Dist. 5....	Metal Shoulders 1965-1.....	Vermilion.....	State Day Labor.....	Gravel or crushed stone shoulders.....	100	
Dist. 5....	Paved Ditch Repairs 1965-1.....	Clark-Coles-Ford- Vermilion-Champaign.....	State Day Labor.....	Paved ditches.....	100	
Dist. 5....	Patching 1965-1.....	Christian.....	State Day Labor.....	PCC patching.....	100	
Dist. 6....	Bituminous Seal Coat 1965-1.....	Adams-Schuyler-Logan- Menard-Morgan-Sangamon.....	State Day Labor.....	Seal coat.....	100	0
Dist. 6....	Historical Markers 1964-1.....	Macon.....	State Day Labor.....	Historical marker site.....	10	15
Dist. 6....	Historical Markers 1965-1.....	Morgan-Sangamon.....	State Day Labor.....	Historical marker sites.....	85	
Dist. 6....	Headwall Removal 1965-1.....	Various.....	State Day Labor.....	Remove existing culvert headwalls.....	100	100
Dist. 6....	Intersection Lighting 1965-1.....	Sangamon-Logan.....	Champaign Asphalt Company.....	Highway lighting system.....	100	
Dist. 6....	Roadside Rest Stops 1964-1.....	Sangamon.....	State Day Labor.....	Roadside rest stop.....	100	
Dist. 6....	Weed Control Spraying 1965-1.....	Various.....	The Davey Tree Expert Company.....	Roadside spraying.....	100	
Dist. 6....	Patching 1965-1.....	Tazewell.....	State Day Labor.....	Intermittent PCC patching.....	100	
Dist. 6....	Patching 1965-2.....	Tazewell.....	State Day Labor.....	Intermittent PCC patching.....	100	
Dist. 6....	Patching 1965-3.....	Pike.....	State Day Labor.....	Intermittent PCC patching.....	100	
Dist. 6....	Patching 1965-4.....	Logan-Mason.....	State Day Labor.....	Intermittent PCC patching.....	100	
Dist. 6....	Guard Rail Reconstruction 1965-1.....	Various.....	State Day Labor.....	Steel plate beam guard rail.....	100	
Dist. 6....	Synopal Aggregate Experi- mental Const. 1965-1.....	Sangamon-Schuyler.....	State Day Labor.....	Synopal seal coat aggregate.....	100	
Dist. 7....	Cable Road Guard 1965-1.....	Cumberland-Marion.....	State Day Labor.....	3-strand cable road guard.....	100	
Dist. 7....	Headwall Removal 1964-1.....	Various.....	State Day Labor.....	Remove concrete headwalls.....	100	
Dist. 7....	Headwall Removal 1965-1.....	Jasper-Richland-Edwards.....	State Day Labor.....	Remove concrete culvert headwalls.....	100	
Dist. 7....	Joint Construction 1965-1.....	Gallatin-Hamilton-White.....	State Day Labor.....	Saw & fill expansion joints.....	100	
Dist. 7....	Weed Control Spraying 1965-1.....	Various.....	The Davey Tree Expert Company.....	Roadside spraying.....	100	
Dist. 7....	Seal Coat 1965-1.....	Various.....	State Day Labor.....	Bituminous surface treatment.....	80	20



TABLE 24.—Continued.  
MISCELLANEOUS.—Continued.  
STATE CONTRACTS.—Continued.

				CONSTRUCTION		
Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncompleted
Dist. 7 . . . .	State Park Improvements 1965-1 . . . . .	Various . . . . .	Mt. Carmel Sand & Gravel Company . . . . .	Road oil & bituminous surface treatment . . . . .	100	100
Dist. 7 . . . .	Landscaping 1965-1 . . . . .	Various . . . . .	Amalco, Inc. . . . .	Landscaping . . . . .	80	20
Dist. 8 . . . .	Guard Rail 1965-1 . . . . .	Jersey-Macoupin-Madison-St. Clair . . . . .	State Day Labor . . . . .	Steel plate beam guard rail . . . . .	100	100
Dist. 8 . . . .	Highland Maintenance Storage Yard Improvement 1964-1 . . . . .	Madison . . . . .	Macclair Asphalt Company, Inc. . . . .	Resurface of storage yard . . . . .	100	100
Dist. 8 . . . .	Historical Marker 1964-16 . . . . .	Madison . . . . .	State Day Labor . . . . .	Historical marker driveway . . . . .	50	50
Dist. 8 . . . .	Historical Marker 1964-17 . . . . .	Madison . . . . .	State Day Labor . . . . .	Historical marker driveway . . . . .	60	40
Dist. 8 . . . .	Historical Marker 1964-23 . . . . .	Madison . . . . .	State Day Labor . . . . .	Historical marker driveway . . . . .	50	50
Dist. 8 . . . .	Historical Marker 1965-1 . . . . .	St. Clair . . . . .	Keeley Brothers Contracting Co. . . . .	Historical marker turnout . . . . .	100	100
Dist. 8 . . . .	Patching 1964-1 . . . . .	Various . . . . .	State Day Labor . . . . .	PCC patching . . . . .	95	0
Dist. 8 . . . .	Patching 1965-1 . . . . .	Various . . . . .	Calhoun County Contracting Corp. . . . .	PCC patching . . . . .	100	100
Dist. 8 . . . .	Rest Stops 1964-1 . . . . .	Clinton-St. Clair . . . . .	B & T Construction Company . . . . .	Driveways & parking areas . . . . .	100	100
Dist. 8 . . . .	Rest Stops 1965-1 . . . . .	St. Clair . . . . .	State Day Labor . . . . .	Driveways rest stop . . . . .	50	50
Dist. 8 . . . .	Weed Control Spraying 1965-1 . . . . .	Various . . . . .	The Davey Tree Expert Company . . . . .	Roadside spraying . . . . .	100	100
Dist. 8 . . . .	Headwall Removal 1965-1 . . . . .	Various . . . . .	State Day Labor . . . . .	Remove existing headwalls . . . . .	100	100
Dist. 8 . . . .	Surface Treatment 1965-1 . . . . .	Various . . . . .	State Day Labor . . . . .	Synopal seal coat treatment . . . . .	100	100
Dist. 8 . . . .	Seal Coat 1965-1 . . . . .	St. Clair-Madison . . . . .	State Day Labor . . . . .	Seal coat frontage roads . . . . .	100	100
Dist. 8 . . . .	Earthwork 1964-1 . . . . .	Bond-Greene-Madison-Macoupin-Montgomery . . . . .	State Day Labor . . . . .	Reconstruct ditches & shape shoulders . . . . .	100	100
Dist. 9 . . . .	Weed Control Spraying 1965-1 . . . . .	Various . . . . .	The Davey Tree Expert Company . . . . .	Roadside spraying . . . . .	100	100
Dist. 9 . . . .	Pavement Patching 1965-1 . . . . .	Various . . . . .	State Day Labor . . . . .	Intermittent PCC patching . . . . .	50	50
Dist. 9 . . . .	Surfacing of Medians & Islands 1965-1 . . . . .	Various . . . . .	State Day Labor . . . . .	PCC median surfacing . . . . .	100	100
Dist. 9 . . . .	Headwall Removal 1964-1 . . . . .	Various . . . . .	State Day Labor . . . . .	Concrete headwall removal . . . . .	40	50
Dist. 9 . . . .	Shoulder Stabilization 1965-1 . . . . .	Pulaski . . . . .	State Day Labor . . . . .	Stabilized shoulders . . . . .	100	100
Dist. 9 . . . .	Roadside Rest Stops 1964-1 . . . . .	Johnson-Pope-Franklin . . . . .	State Day Labor . . . . .	Rest stops . . . . .	10	0
Dist. 9 . . . .	Roadside Rest Stop 1965-1 . . . . .	Alexander . . . . .	State Day Labor . . . . .	Rest stop . . . . .	50	50
Dist. 9 . . . .	Bituminous Undersealing 1965-1 . . . . .	Alexander-Jackson-Pope-Johnson-Pulaski-Williamson . . . . .	State Day Labor . . . . .	Undersealing . . . . .	100	100
Dist. 9 . . . .	Intersection Lighting 1965-1 . . . . .	Various . . . . .	Sullivan Electric Shop . . . . .	Intersection lighting system . . . . .	50	50
Dist. 9 . . . .	Bridge Deck Sealant 1965-1 . . . . .	Various . . . . .	State Day Labor . . . . .	Seal decks . . . . .	50	50

CONSTRUCTION

Dist. 9	Seal Coat 1965-1	Union-Alexander	State Day Labor	Seal coating	100	
Dist. 9	Historical Markers 1964-1	Randolph-Perry-Union-Gallatin	State Day Labor	Historical marker sites	10	0
Dist. 9	Historical Marker Site 1965-1, Site 9-1	Union	State Day Labor	Historical marker site	80	20
Dist. 9	Historical Marker Site 1965-2, Site 9-2	Union	State Day Labor	Historical marker site	Job cancelled	
Dist. 9	Historical Marker Site 1965-3, Site 9-3, 9-4	Union	State Day Labor	Historical marker site	80	20
Dist. 9	Historical Marker Site 1965-4, Site 9-2(65)	Union	State Day Labor	Historical marker site	80	20
Dist. 10	Mowing Maintenance 1965-11	Cook	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Mowing Maintenance 1965-12	Cook	L. E. Alport & Company	Mowing	100	
Dist. 10	Mowing Maintenance 1965-13	Cook	L. E. Alport & Company	Mowing	100	
Dist. 10	Weed Control Spraying 1965-9	Cook	The Davey Tree Expert Company	Roadside spraying	100	
Dist. 10	Weed Control Spraying 1965-10	Cook	The Davey Tree Expert Company	Roadside spraying	100	
Dist. 10	Diseased Tree Removal 1964-1	Cook	L. E. Alport & Company	Removal of dead & dying trees	35	0
Dist. 10	Diseased Tree Removal 1965-37	Cook	L. E. Alport & Company	Removal of diseased & dead trees	100	
Dist. 10	Traffic Signals 1963-5	Cook	L & S Construction Company	Traffic signals	5	0
Dist. 10	Traffic Signals 1963-8	Cook	Commercial Light Company	Traffic signals	25	0
Dist. 10	Traffic Signals 1964-1	Cook	Wood Electrical Const. Co.	Traffic signals	100	
Dist. 10	Traffic Signals 1964-2	Cook	Wood Electrical Const. Co.	Traffic signals	90	0
Dist. 10	Traffic Signals 1964-3	Cook	G. A. Rafel & Company, Inc.	Traffic signals	50	0
Dist. 10	Traffic Signals 1964-4	Cook	Contracting & Material Company	Traffic signals	70	0
Dist. 10	Traffic Signals 1964-6	Cook	L & S Construction Company	Traffic signals	100	
Dist. 10	Traffic Signals 1965-1	Cook	L & S Construction Company	Traffic signals	65	100
Dist. 10	Traffic Signals 1965-2	Cook	Contracting & Material Company	Traffic signals	30	70
Dist. 10	Traffic Signals 1965-3	Cook	Commercial Light Company	Traffic signals	50	50
Dist. 10	Traffic Signals 1965-5	Cook	Knott & Mielly, Inc.	Traffic signals	90	10
Dist. 10	Traffic Signals 1965-7	Cook	Hecker & Company, Inc.	Traffic signal modernization	45	55
Dist. 10	Traffic Signals 1965-8	Cook	Contracting & Material Company	Traffic signals	100	
Dist. 10	Traffic Signals 1965-11	Cook	Commercial Light Company	Traffic signals		
Dist. 10	Traffic Signals 1965-12	Cook	L & S Construction Company	Traffic signals		
Dist. 10	Joint Cutting 1965-1	Cook	State Day Labor	Cut expansion joints		
Dist. 10	Bridge Sealant Program 1965-1	Cook	State Day Labor	Deck sealant	100	
Dist. 10	Expressway Guard Rail Maintenance 1963-1	Cook-Lake-DuPage-Will	Midwest Fence Corporation	Maintenance of guard rail on expressways	25	0
Dist. 10	Expressway Guard Rail Maintenance 1965-1	Cook-Lake-DuPage-Will	S. K. Olivar Company, Inc.	Guard rail maintenance	50	50
Dist. 10	Expressway Pedestrian Barrier Repair 1963-1	Cook-Lake-DuPage-Will	Midwest Fence Corporation	Pedestrian barrier repair	50	0
Dist. 10	Expressway Pedestrian Barrier Repair 1965-1	Cook-Lake-DuPage-Will	Midwest Fence Corporation	Repairs to pedestrian barriers	50	50
Dist. 10	Guardrail Program 1965-1	Cook	State Day Labor	Construct steel plate beam & cable road guard	100	
Dist. 10	Expressway Mowing Maintenance 1965-X110	Cook-Lake	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1965-X210	Cook	L. E. Alport & Company	Mowing	100	



TABLE 24.—Concluded.  
MISCELLANEOUS.—Concluded.  
STATE CONTRACTS.—Concluded.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1965	Per Cent Uncompleted
Dist. 10...	Expressway Mowing Maintenance 1965-X310	Cook-Will	Otto Damgaard	Mowing	100	.....
Dist. 10...	Expressway Mowing Maintenance 1965-X410	Cook-DuPage	L. E. Alport & Company	Mowing	100	.....
Dist. 10...	Expressway Mowing Maintenance 1965-X510	Cook	Dolan Cartage & Landscaping Co.	Mowing	100	.....
Dist. 10...	Expressway Mowing Maintenance 1965-X610	Cook	L. E. Alport & Company	Mowing	100	.....
Dist. 10...	Expressway Mowing Maintenance 1965-X710	Cook	Central Landscaping, Inc.	Mowing	100	.....
Dist. 10...	Expressway Cultivating Maintenance 1965-X110	Cook-Lake	Central Landscaping, Inc.	Cultivating shrub beds	100	.....
Dist. 10...	Expressway Cultivating Maintenance 1965-X210	Cook	Central Landscaping, Inc.	Cultivating shrub beds	100	.....
Dist. 10...	Expressway Cultivating Maintenance 1965-X410	Cook-DuPage	Dolan Cartage & Landscaping Co.	Cultivating shrub beds	100	.....
Dist. 10...	Expressway Cultivating Maintenance 1965-X510	Cook	Dolan Cartage & Landscaping Co.	Cultivating shrub beds	100	.....
Dist. 10...	Expressway Cultivating Maintenance 1965-X610	Cook	L. E. Alport & Company	Cultivating shrub beds	100	.....
Dist. 10...	Expressway Fertilizing Maintenance 1965-X510	Cook	Meade Electrical Company, Inc.	Light pole reinstalls	25	0
Dist. 10...	Expressway Tree Spraying 1965-X110	Cook	L. E. Alport & Company	Fertilizing	100	.....
Dist. 10...	Expressway Tree Spraying 1965-X210	Cook-Lake	L. E. Alport & Company	Tree spraying	100	.....
Dist. 10...	Expressway Tree Spraying 1965-X410	Cook	L. E. Alport & Company	Tree spraying	100	.....
Dist. 10...	Expressway Tree Spraying 1965-X510	Cook-DuPage	L. E. Alport & Company	Tree spraying	100	.....
Dist. 10...	Expressway Tree Spraying 1965-X610	Cook	Central Landscaping, Inc.	Tree spraying	100	.....
Dist. 10...	Expressway Weed Control Spraying 1965-X510	Cook	L. E. Alport & Company	Tree spraying	100	.....
Dist. 10...	Expressway Weed Control Spraying 1965-X610	Cook	L. E. Alport & Company	Roadside spraying	100	.....
Dist. 10...	Kennedy Expressway Bridge Repair 1965-1	Cook	L. E. Alport & Company	Roadside spraying	100	.....
			State Day Labor	Repairs to abutments & parapet walls	100	.....

1965-38-C&G	Cook	Brighton Building & Maint. Co.	Curb & gutter removal and replacement.	100	.....
1965-39-C&G	Cook	Brighton Building & Maint. Co.	Curb & gutter removal and replacement.	100	.....
1965-44-B.M.G.Y	Cook	Peter J. Crowley Company	Maintenance yard surfacing & RC storage bins.	60	40
Miscellaneous Repairs 1964-1 (State Wide)	Various	State Day Labor	Completion of small maintenance projects.	60	0
Miscellaneous Repairs 1965-1 (State Wide)	Various	State Day Labor	Completion of small maintenance projects.	40	60
Statewide Thermoplastic Pavement Marking 1965-1	Various	Perma-Line Midwest Corporation	Pavement markings.	100	.....
Covered Bridge 6-1	Sangamon	State Day Labor	Restore covered bridge.	100	.....
Covered Bridge 6-2	Sangamon	State Day Labor	Restore covered bridge.	100	.....
Siloam Springs State Park Road, Section 2	Adams-Brown	State Day Labor	Road repairs.	.....	100
State Fairground Safety Course Resurfacing 1965-1	Sangamon	State Day Labor	Rehabilitate existing surface.	100	.....
Giant City State Park, Section 5 & 1	Jackson-Union	Franklin Asphalt Company	Internal road system & parking lot improvement.	73	27
Covered Bridge Repairs	Shelby	State Day Labor	Restore covered bridge.	.....	100

CITY OF CHICAGO CONTRACTS.

FAI 55	Cook	National Wrecking Company	Building removal	100	.....
FAI 55	Cook	FitzSimons & Connell Dredge & Dock Division, Merritt-Chapman & Scott Corporation	Dock wall	95	5
FAI 55	Cook	3-Oaks Wrecking Company	Building removal	95	5
FAI 55	Cook	Contracting & Material Company	Elevated interchange	.....	100

COOK COUNTY CONTRACTS.

FAI 55	Cook	A. A. Electric Company	Expressway lighting	100	.....
FAI 55	Cook	Perma-Line Midwest Corporation	Signing	100	.....
FAI 55	Cook	L. E. Alport & Company	Landscaping	100	.....
FAI 55	Cook	L. E. Alport & Company	Landscaping	100	.....
FAI 57	Cook	National Wrecking Company	Building removal	.....	100
FAI 57	Cook	John Doherty Company	Main drain	.....	100
FAI 57	Cook	Bongi Cartage, Inc.	Building removal	15	0
FAI 57	Cook	Bongi Cartage, Inc.	Building removal	4	0



## VII. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials, tools, and supplies used for highway maintenance purposes, and for the production of concrete and bituminous mixtures; check and supervise the design, proportioning, and control of concrete, bituminous, and soil mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform photographic, photostatic, and various other services for the Division of highways.

The work of this Bureau is divided into four sections, the Physical Tests Section, the Chemical Tests Section, the Mixtures Control and Soil Section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

The Bureau maintains resident chemists at refineries and obtains cement samples from commercial samplers, but aside from this, plant and destination inspection of materials is a direct function of the district offices; however, field engineers operating out of the central Bureau maintain uniformity in inspection practices. These general inspectors also contact the various projects to check the equipment and quality of the work, and to maintain uniformity in proportioning.

2. SAMPLES AND TESTS.—Table 25 shows the number of samples tested in the laboratories of the Bureau of Materials during 1965.

3. INSPECTION.—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejections on the projects. Therefore, inspection is performed at the source of supply unless the volume of the work, the nature of the materials, or other conditions warrant inspection at the destination or in the laboratory.

When materials originate in another state, arrangements are sometimes made with the State Highway Department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley Conference of the American Association of State Highway Officials, by reciprocal agreement, perform this service for one another at cost.

Table 26 shows the quantities of materials accepted by inspection during 1965. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1964.

MATERIALS

TABLE 25.—SAMPLES TESTED IN LABORATORIES DURING 1965.

Materials	Number of Samples Tested				
	Preliminary	Acceptance	Check	Quality	Total
Aggregate.....				2921	2921
Bituminous materials:					
asphalt, emulsified.....		22	12	213	247
asphalt, liquid (MC-RC-WP).....		26	501	297	824
asphalt, liquid (SC).....	1	342	84	123	550
asphalt, paving & filler.....		6	2541	165	2712
joints and planks.....	2	38		102	142
mixtures (composition).....				2760	2760
mixtures (density).....				1127	1127
road oil.....	1		48	167	216
tar.....		4	6	38	48
Bolts.....				821	821
Brick and drain tile.....				40	40
Calcium Chloride.....		276	6	10	292
Castings.....				51	51
Catch basin blocks.....				43	43
Cement.....		4551	45	6178	10,774
Concrete cylinders and cores.....				6141	6141
Conduit.....				86	86
Creosote oil.....				38	38
Electrical materials.....		759			759
Fabric reinforcing.....				106	106
Galvanized materials.....		29		220	249
Glass beads.....	3	101	8	10	122
Mineral filler.....				31	31
Paints and paint materials.....	11	642	69	673	1395
Reflector materials.....	30	153		10	193
Salt, rock.....		63		294	357
Seed.....		450			450
Soil.....				2208	2208
Steel bars, reinforcing.....		17		1283	1300
Steel strands, prestressing.....				128	128
Steel, structural.....				5	5
Steel wire fabric.....				232	232
Water.....				89	89
Miscellaneous (chemical).....	17	198	53	230	498
Miscellaneous (physical).....				555	555
Miscellaneous (concrete).....	21	223	16	550	810
Totals.....	86	7900	3389	27,945	39,320

Table 27 shows the types and quantities of tools and supplies inspected and accepted during 1965. The Bureau of Materials collaborates with the Bureau of Maintenance and the Bureau of Traffic in the formulation of detailed specifications and in making recommendations for tools and supplies to be used for highway maintenance purposes. The Bureau of Materials inspects and tests items purchased to insure that they comply with the requirements of the specifications.

4. SEEDS.—The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.



# MATERIALS

TABLE 26.—QUANTITIES OF MATERIALS ACCEPTED BY INSPECTION DURING 1965.

Materials	Quantities Accepted
Aggretates:	
filler, mineral, tons.....	72,710
granular embankment and backfill, tons.....	887,842
gravel, tons.....	4,370,170
lime, hydrated, tons.....	617
limestone, agricultural, tons.....	53,427
materialite, tons.....	20
sand, tons.....	1,892,727
sand, bridge deck sealant, lbs.....	261,775
slag, blast furnace, tons.....	115,033
stone, tons.....	8,398,603
stone, sand, tons.....	32,740
Aluminum, beams, drains, plates, tubing, etc., lbs.....	10,161
Antifreeze, permanent type, gals.....	21,302
Beads, glass, lbs.....	2,470,400
Beams, concrete, bridge:	
deck, precast, prestressed, number.....	811
I, precast, prestressed, number.....	60
Bituminous materials and mixtures:	
asphalt, emulsified, gals.....	5,450,246
asphalt, filler for cracks and joints, tons.....	2,425.61
asphalt, filler for undersealing, tons.....	6,054.93
asphalt, liquid for zone marking, gals.....	57,250
asphalt, liquid, medium-curing, gals.....	29,750,168
asphalt, liquid, rapid-curing, gals.....	2,737,332
asphalt, liquid, slow-curing, gals.....	13,734,189
asphalt, paving, tons.....	191,327.88
asphalt, plank, sq. ft.....	1,020
asphalt, waterproofing, tons.....	213.58
bituminous mixture for maintenance use, tons.....	66,644.99
coal tar pitch, emulsion and primer, gals.....	44,774
coal tar pitch, waterproofing, gals.....	2,035
creosote primer, gals.....	165
fabric, saturated cotton, sq. yds.....	4,483
fabric, saturated glass, sq. yds.....	5,500
joint filler, bituminous fibre, lin. ft.....	339,792
joint filler, bituminous fibre, number.....	5,168
joint filler, bituminous premoulded, lin. ft.....	209,958
joint filler, bituminous premoulded, number.....	2,264
joint filler, preformed cork, lin. ft.....	894
joint filler, preformed sponge rubber, lin. ft.....	371
joint sealer, rubber, lin. ft.....	4,000
joint sealer, two-component, units.....	617
joint sealing compound, cold applied, gals.....	18,057
joint sealing compound, hot poured, gals.....	6,698
oil, road, gals.....	14,214,367
tar, gals.....	522,685
tar for zone-marking, gals.....	53,500
Brick:	
building, ceramic, number.....	46,000
building, clay, number.....	23,370
building, concrete, number.....	183,858
Bridge bearing pads, number.....	7,269
Brush killer, gals.....	1,705
Cable, electric, lin. ft.....	2,495,293
Calcium chloride, tons.....	9,122
Calcium chloride, liquid magnesium, gals.....	58,030
Castings:	
iron street, lbs.....	4,447,350
steel, lbs.....	139,318
Catch basins and manholes, concrete, complete, number.....	2,443
Cement:	
type I, standard, bbls.....	3,417,214
type IA, air-entraining, bbls.....	1,288,040
type I, white, bbls.....	1,436
type II, moderate heat of hydration, bbls.....	5,463
type III, high-early-strength, bbls.....	70,996
type IIIA, high-early-strenght air-entraining, bbls.....	81
Concrete masonry units, number.....	148,580

MATERIALS

TABLE 26.—Continued.

Materials	Quantities Accepted
Conduit:	
asbestos-cement, lin. ft.....	134, 035
cable, bare ground, lin. ft.....	2, 220
fibre, lin. ft.....	3, 406
fittings, transite, number.....	1, 787
flexible, lin. ft.....	120
ground rods, lin. ft.....	6, 292
plastic, lin. ft.....	160
steel, galvanized, lin. ft.....	400, 642
Curing compound, gals.....	164, 365
Delineators, number.....	33
Epoxy resin, gals.....	178
Fasteners, aluminum, number.....	26, 108
Fence:	
aluminum, chain link, lin. ft.....	1, 275
galvanized, chain link, lin. ft.....	974, 390
galvanized, woven wire, lin. ft.....	586, 830
snow, lin. ft.....	261, 100
Handrail:	
aluminum pipe, lin. ft.....	107, 906
steel, structural, painted, lin. ft.....	6, 430
steel pipe, galvanized, lin. ft.....	3, 348
steel pipe, painted, lin. ft.....	9, 465
Inlets, concrete, number.....	1, 216
Jute matting, sq. yds.....	303, 367
Light standards:	
aluminum, number.....	31
concrete, number.....	352
steel, number.....	42
Lumber:	
structural, creosoted, f.b.m.....	273, 708
structural, penta-treated, f.b.m.....	107, 546
structural, untreated, f.b.m.....	150, 066
Markers:	
drainage, permanent survey, r.o.w., section, number.....	11, 176
permanent bench and survey, metal, number.....	666
Name plates, number.....	351
Paints, enamels and paint materials:	
enamel, green, gals.....	94
enamel, orange equipment, gals.....	2, 759
enamel, roadside tables, gals.....	260
enamel, sign, gals.....	1, 432
paint, aluminum, leafing, gals.....	14, 889
paint, aluminum, non-leafing, gals.....	6, 187
paint, black field, gals.....	15
paint, black graphite, gals.....	679
paint, green, gals.....	845
paint, red lead, gals.....	15, 687
paint, traffic marking, white, gals.....	366, 015
paint, traffic marking, white, chlorinated rubber, gals.....	163, 170
paint, traffic marking, yellow, gals.....	93, 325
paint, white lead titanium, gals.....	5, 078
paint, yellow field, gals.....	15
primer, orange, gals.....	412
primer, silico chromate, gals.....	40
primer, white, gals.....	90
primer, zinc chromate, gals.....	223
thinner, gals.....	490
turpentine, gals.....	1, 480
varnish, gals.....	68
Peat moss, cu. ft.....	21, 562
Piling:	
precast, concrete, lin. ft.....	11, 698
precast, prestressed, concrete, lin. ft.....	196
shoes, lbs.....	3, 575
steel H., lin. ft.....	179, 443
steel sheet, lin. ft.....	13, 803
steel shell, lin. ft.....	271, 456
wood, creosoted, lin. ft.....	164, 492
wood, untreated, lin. ft.....	65, 522



MATERIALS

TABLE 26.—Continued.

Materials	Quantities Accepted
Pipe:	
clay, standard strength—C-13, lin. ft.....	7, 723
clay, extra strength—C-200, lin. ft.....	42, 808
clay, extra strength, unglazed—C-278, lin. ft.....	2, 770
concrete—C-14—SS, lin. ft.....	124, 174
concrete—C-14—ES, lin. ft.....	76, 119
concrete—C-76—Class I, lin. ft.....	512
concrete—C-76—Class II, lin. ft.....	97, 322
concrete—C-76—Class III, lin. ft.....	411, 654
concrete—C-76—Class IV, lin. ft.....	19, 517
concrete—C-76—Class V, lin. ft.....	20, 765
concrete—C-76—Nonreinforced, lin. ft.....	47, 282
concrete—C-507—Class HE-II, lin. ft.....	202
concrete—C-507—Class HE-III, lin. ft.....	7, 046
concrete—C-507—Class HE-IV, lin. ft.....	559
concrete—C-14—perf., lin. ft.....	15
corrugated aluminum, lin. ft.....	28, 723
corrugated steel, lin. ft.....	266, 102
corrugated steel arch, lin. ft.....	21, 491
corrugated steel, bit. coated, lin. ft.....	24, 002
corrugated steel arch, bit. coated, lin. ft.....	3, 829
corrugated steel, perf., lin. ft.....	500
corrugated steel, perf., bit. coated, lin. ft.....	55
corrugated steel plate, lin. ft.....	246
corrugated steel plate arch, lin. ft.....	1, 787
galvanized for chain link fence, lin. ft.....	69, 830
helically corrugated aluminum, lin. ft.....	4, 596
helically corrugated aluminum, perf., lin. ft.....	11, 654
helically corrugated steel, lin. ft.....	9, 167
helically corrugated steel, bit. coated, lin. ft.....	1, 018
helically corrugated steel, perf., lin. ft.....	39, 051
iron, cast, lin. ft.....	23, 435
iron, wrought, lbs.....	5, 808
lead, lbs.....	40
steel, lin. ft.....	6, 480
water, copper, lin. ft.....	10, 834
Planking, bridge, precast, prestressed, concrete, number.....	66
Plates:	
bridge bearing, bronze, lbs.....	3, 204
iron, wrought, lbs.....	55, 165
lead, lbs.....	21, 786
Plywood, untreated, sq. ft.....	247, 264
Poles:	
power, creosoted, number.....	19
power, penta-treated, number.....	3
power, untreated, number.....	9
Posts:	
bridge rail, steel, number.....	78
delineator, number.....	20, 224
fence, galvanized for chain link, number.....	10, 260
fence, snow, number.....	47, 450
fence, wood penta-treated, number.....	5, 455
fence, woven wire, number.....	30, 328
guard, wood, creosoted, f.b.m.....	17, 680
guard, wood, penta-treated, f.b.m.....	166, 616
guard rail, steel, glavanized, number.....	32, 452
guard rail, steel, painted, number.....	161
guard rail, wood, creosoted, number.....	512
guard rail, wood, penta-treated, number.....	1, 669
guard rail, wood, untreated, number.....	32
handrail, aluminum, number.....	8, 235
sign, aluminum, number.....	27
sign, steel, number.....	18, 940
sign, wood, penta-treated, lin. ft.....	858, 326
sign, wood, osmose salt treated, lin. ft.....	214, 127
sign, wood, wolman salt treated, lin. ft.....	4, 830
Protective coat, gals.....	69, 212
Reflectors, delineator and sheeting, number.....	21, 059
Rock salt, tons.....	232, 162
Sealant:	
bridge deck, gals.....	350
bridge seat, gals.....	369

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TABLE 26.—Concluded.

Materials	Quantities Accepted
Seeds, lbs.....	451, 506
Sheeting:	
aluminum, lbs.....	561, 405
reflective, sq. ft.....	257, 855
Sign panels, reflectorized, sq. ft.....	9, 777
Signs, standard, number.....	2, 606
Slabs, bridge, precast, concrete, number.....	426
Solvent, zylene for thinning tar paint, gals.....	8, 350
Steel:	
bars, reinforcement, lbs.....	58, 822, 181
blades, snow plow and grader, lbs.....	1, 194, 968
bolts and expansion hooks, lbs.....	35, 789
cable, road guard, lin. ft.....	35, 525
center joints and accessories, lbs.....	560, 919
corrugated ditch checks, lbs.....	145, 296
dowel bar assembly, lbs.....	1, 447, 355
fabric reinforcement, lbs.....	32, 561, 014
miscellaneous, lbs.....	286, 529
plate beam guard rail, glavanized, lin. ft.....	484, 054
plate beam guard rail, painted, lin. ft.....	8, 758
stainless, lbs.....	240
structural, lbs.....	70, 234, 917
Tile:	
drain, clay, lin. ft.....	4, 954
drain, concrete, C-412—lin. ft.....	100
Water seal:	
copper, lbs.....	69
P.V.C., lin. ft.....	346
rubber, lin. ft.....	100
Waterstop:	
polyvinyl plastic, lin. ft.....	1, 670
rubber, lin. ft.....	10, 270
Weed killer, gals.....	11, 584
Wire:	
barbed, galvanized, lin. ft.....	1, 383, 190
rope, lbs.....	200
snow fence, lbs.....	108, 900
tension, lin. ft.....	46, 338
ties, snow fence, number.....	160, 000



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TABLE 27.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES  
ACCEPTED BY INSPECTION DURING 1965.

Item	Quantity Accepted	Item	Quantity Accepted
Augers, posthole.....	19	swingback, face shields, bkts.....	97
Axes, chopping single bit.....	750	face shields.....	24
Barricade horses, sets.....	1, 986	head gear for face shields.....	12
Bars, wrecking.....	198	Hatchets, claw.....	258
Bits, car and wood auger.....	264	Jacks, hydraulic, truck.....	37
Bolts, nuts, and washers, tons.....	27. 4	Kits, first aid, empty, all sizes.....	185
Boots, rubber, all sizes, pairs.....	471	Ladders, wood, all kinds and sizes..	101
Braces, ratchet bit.....	60	Lights, trouble, portable.....	218
Brooms, all kinds.....	3, 048	Mattocks, all kinds.....	66
Broom handles, extra.....	144	Oilers, bench.....	148
Brushes, paint, all sizes.....	4, 704	Oilers, hand pump type.....	258
Cans, asphalt pouring.....	36	Pails, water.....	498
Cans, gasoline types 1 and 2.....	1, 002	Picks, railroad or clay.....	96
Cans, oil.....	300	Pliers, slip-joint.....	936
Cans, supply.....	224	Pneumatic tools:	
Cans, water, insulated, all sizes.....	437	asphalt cutters.....	432
Chains, accessories, pieces.....	9, 040	concrete breakers.....	2, 022
Chains, safety, feet.....	4, 900	hollow drill steel.....	192
Chains, tow all sizes, feet.....	8, 415	rock drill bits.....	900
Chisels, all kinds.....	246	Post drivers.....	84
Cloths, wiping, pounds.....	9, 200	Pruners, all kinds.....	285
Covers, burlap, square yard.....	3, 508	Putty knives.....	450
Crowbars.....	240	Rakes, asphalt and road.....	912
Cutters, bolt.....	122	Ropes, manila, all sizes, feet.....	34, 800
Cutters, grass, swing type.....	180	Rubbing bricks.....	96
Cutters, grass, extra blades.....	180	Rules, multiple folding.....	462
Diggers, posthole.....	220	Saws, various sizes and kinds.....	486
Extinguishers, fire, all sizes.....	354	Scissors, pocket.....	288
Files, all kinds.....	4, 080	Scrapping knives.....	294
Flags, red danger, all sizes.....	34, 476	Screw drivers, various sizes.....	1, 134
Flag Staff, for red danger flag.....	1, 800	Scythe blades.....	456
Flag, high visibility, with staff.....	120	Scythe, hooks.....	318
Flasher, warning lights.....	592	Scythe, hook blades, extra.....	174
Forks, manure.....	114	Scythe, snaths.....	372
Fusees, red light, dozen.....	2, 608	Scythe, stones.....	1, 692
Goggles, extra lens.....	170	Shovels, scoops, spades, etc.....	4, 242
Goggles, safety, pair.....	808	Signs, stop-slow, paddle type.....	1, 188
Grass hooks.....	792	Sledges, all weights.....	252
Guns, grease.....	515	Sprayers, hand.....	371
Hacksaw, blades.....	2, 906	Squares, steel, all sizes.....	34
Hacksaw, frames.....	108	Stakes, grade (wood).....	8, 000
Hammers, ball peen.....	402	Tampers, hand.....	60
Hammers, carpenters' nail.....	534	Tables, roadside, rustic.....	26
Handles, tool, various.....	2, 052	Tarpaulins, various sizes.....	470
Hard caps.....	286	Torches, extra wicks, dozen.....	94
Hard hats.....	222	Torches, kerosene, warning.....	2, 244
Hard hats with accessories.....	18	Traffic cones.....	660
Hard hats components, extra		Tripods, warning type.....	3, 252
sweat bands.....	376	Tweezers, pairs.....	282
chin straps.....	338	Vests, high visibility, all types.....	3, 974
suspension bands.....	216	Wedges, timber.....	48
winter liners, various sizes.....	903	Wrenches, all kinds.....	1, 614

A total of 450 samples, representing 451,506 pounds of seed, were tested during the year. Through this inspection, the Division of Highways insures use of pure, viable seed for highway planting. This work and the destruction of the weeds along the highways by the maintenance forces help to prevent the propagation of weeds and other undesirable plant life.



## MATERIALS

5. SOILS.—During 1965, the Springfield laboratory received 1,803 soil samples. These included Shelby tube samples needed for stability and settlement analyses, samples for classification tests, and other samples for special tests such as California Bearing Ratio, cement requirement for stabilization, and pozzolanic stabilization design tests.

From the 1,300 Shelby tubes received, 5,142 soil specimens were prepared and tested. On the basis of unconfined compressive strength tests, triaxial shear tests, and consolidation tests, together with field data from the areas of questionable stability, analyses were made and corrective design or construction features recommended on 63 separate projects.

A representative of the Soils Section of the Bureau of Materials again served with members from the Bureau of Construction and Design on a committee to review soil reports and recommendations submitted for highway projects involving State funds.

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested on most projects in nine of ten highway districts during 1965 to provide an index of the effectiveness of the control of concrete mixtures. Cylinders were made and tested in one district on most projects under State, FAS, county, and city sections.

The results of over 24,200 flexural tests and 8,500 compressive tests, of standard-strength air-entrained concrete were reported to the Bureau during 1965. Table 28 shows the average 14-day flexural strengths in comparison with similar data obtained in previous years. The results obtained in 1965 show an increase on State, city, and county sections for both pavement and structure concrete. This increase can be attributed to the change over from sand pit curing of the test specimen to water curing with a minimum water temperature requirement of 65° F. Table 29 shows the average 14-day compressive strength.

7. DESIGN AND CONTROL OF HIGH-TYPE BITUMINOUS MIXTURES.—During the year 92 bituminous paving plants were used in manufacturing subclass I-11 bituminous mixtures for the resurfacing of 289.68 miles of rigid base pavement, 75.64 miles of flexible base pavement, and in placing 1,621,030 square yards of bituminous mixtures for intermittent resurfacing on old rigid type pavements. The plants used in producing these mixtures had been previously inspected and approved by the Bureau of Materials.

The bituminous mixtures used in the resurfacing consisted of binder and surface course mixtures of the dense-graded aggregate type. The maximum size aggregate in the binder course mixture was 1-inch and the surface course mixture 1½-inch. In general, the bituminous mixtures were placed in two compacted courses having depths of 1½-inches for each course.

The use of bituminous aggregate mixture for sub-base and shoulder construction increased in 1965. This mixture is composed of Grade 7, Grade 8, or Grade 9 aggregate and paving grade or medium curing asphalt.



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The plant control of the bituminous mixtures was under the direct control of the district materials section, acting under the general supervision of the Springfield laboratory. The Springfield laboratory designed the mixtures by the Marshall method. Trial batches were prepared using materials from the same sources as used in the manufacture of the mixtures for the resurfacing. From the Marshall

TABLE 28.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1965, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Tested in 1965		Average 14-day Modulus of Rupture in Pounds per Square Inch				
	Total	At 14 Days	1965	1964	1963	1962	1961
State sections— Pavement.....	2, 610	1, 134	824	820	817	808	822
State sections— Structures.....	7, 981	3, 886	821	801	797	786	789
County and city sections— Pavement.....	432	180	786	760	784	835	789
County, city, and township sections— Structures.....	1, 158	550	794	767	758	778	770

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 99 beams averaging 721 psi, and 108 beams averaging 802 at 7 and 14 days, respectively, for pavement concrete; and 744 beams averaging 708 psi, and 749 beams averaging 802 psi at 7 and 14 days, respectively, for structure concrete. These beams are not included in the table above.  
Two breaks were made on each beam and the number of tests is twice the number of beams shown. Beams made before April 1 and after October 31 are not included.

TABLE 29.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1965, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Number of Cylinders Tested in 1965		Average 14-day Compressive Strength in Pounds per Square Inch				
	Total	At 14 Days	1965	1964	1963	1962	1961
State sections— Pavement.....	1, 364	545	4, 029	4, 337	3, 979	4, 336	4, 494
State sections— Structures.....	2, 082	972	4, 034	3, 948	3, 812	3, 908	4, 149
County and city sections— Pavement.....	1, 047	361	3, 966	3, 823	3, 677	3, 932	2, 829
County, city, and township sections— Structures.....	4, 016	1, 748	3, 973	4, 011	3, 855	3, 927	3, 585

Notes: Cylinders made before April 1 and after October 31 are not included.  
The average strengths for county, city, and township sections for both pavement and structures include test results obtained from various commercial testing laboratories as well as regular State test results.

tests obtained on the trial batches mixing formulas were set that would give satisfactory stability, flow value, and voids. Daily check samples or check samples representing each 1,000 tons of the bituminous mixtures were sent to the Chicago or Springfield laboratory for analyses. Test results were promptly forwarded to the proportioning engineer to aid him in control of the bituminous mixtures.

8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in progress during 1965 follow :

(a) *Tests of Concrete Pavement Cores.*—There were 4,887 pavement cores tested during 1965. Compressive strength tests were made on 2,423 cores with the following results :

Number of Cores	54	712	578	809	244	26
Ave. range-months.....	0-1½	2-3½	4-5½	6-9½	10-14½	15-21½
Ave. age-months.....	1.00	2.53	4.49	7.37	10.63	16.85
Ave. strength-psi.....	4778	4659	4509	4728	5290	4312

Air determinations were made on 2,464 cores. The average air content was 5.4 per cent in the plastic state and 5.1 per cent in the hardened state. The air contents of the cores for the different ranges were distributed as follows :

Item	Per Cent Range of Air Content								
	0.0 to 0.9	1.0 to 1.9	2.0 to 2.9	3.0 to 3.9	4.0 to 4.9	5.0 to 5.9	6.0 to 6.9	7.0 to 7.9	over 7.9
Number of Cores— 4 to 7 per cent range....	14	14	64	306	738	772	359	155	42
Per cent distribution.....	0.57	0.57	2.60	12.42	29.95	31.33	14.50	6.29	1.70

(b) *Inspection of Precast Prestressed Concrete Bridge Beams.*—During the year, 871 precast prestressed concrete beams were accepted for use in the construction of new bridges and widening of old bridges. This included 811 deck beams and 60 I-beams. Besides the observation of the processes involved and the condition of the completed product, the concrete was controlled by approximately 3,000 slump and air tests, as well as the moulding and testing of approximately 5,200 concrete cylinders.

(c) *Investigations of Paints and Enamels.*—The outside weathering tests on a series of metal priming paints are still in progress. These weathering tests on standard baking sign enamels cured at higher baking temperatures are under observation with no noticeable adverse effects.

(d) *Laboratory Investigation in Connection with Bituminous Resurfacing Program.*—Bituminous mixtures used in resurfacing old rigid-type pavements were investigated using the Marshall Method. A total of 592 tests were made on the surface course mixtures produced for use on State jobs. These samples had an average Marshall



stability of 2,153 pounds, an average Marshall flow value of 11.4, and average Marshall density of 2.432. A total of 384 tests were made on binder course mixtures produced for State jobs. These samples had an average Marshall stability of 2,234 pounds, an average Marshall flow value of 12.3, and average Marshall briquette density of 2.448. A total of 201 cores were cut from bituminous pavements at various locations for investigation. All of these cores were tested for density and voids, and some of them for the per cent of bitumen and the gradation of the aggregates.

The investigation started in 1942 to study the changes which take place in the properties of the asphalt cement used in subclass I-11 surface course mixtures during mixing, transportation, placing, and weathering has been discontinued. At locations where samples were being taken, the road has been relocated or resurfaced.

An investigation to determine to what extent traffic compacts subclass I-11 which was started in 1956, is being continued. Cores are being taken at intervals from several locations to determine the density under traffic. The data shows that traffic compacts subclass I-11 mixtures to approximately the density obtained on the Marshall briquettes.

Density determinations were made on pavement samples from each day's run of binder or surface course. The tests show that the surface course mixtures were compacted to an average density of 95.06 per cent of a voidless pavement and the binder mixtures to an average of 95.90 per cent.

(e) *High Pressure Apparatus for Determining Voids in Compacted Bituminous Mixtures.*—This apparatus was described in the 1956 annual report and was used during the past year to determine the per cent air in subclass I-11 bituminous mixture samples taken at the hot mix plants and in pavement samples taken from the road. The air voids determined from Marshall briquettes made from bituminous mixture samples taken at the hot mix plant were used this year in the computation of density in compacted subclass I-11 bituminous mixtures. Tests on briquettes made from 384 samples of binder course mixture showed an average of 2.00 per cent air and from 592 samples of surface course mixture an average of 1.88 per cent air.

A nuclear density gauge has been used to check the compaction of the bituminous mixture after rolling. A number of nondestructive tests can be obtained in a short period of time. The equipment has shown good agreement with values obtained by the conventional method using cores drilled from the pavement.

A gyratory testing machine was acquired to supplement the Marshall test procedure. Correlation tests were conducted during the year to establish parameters between test data and field performance. Information obtained during the year indicates this equipment will be very useful in predicting bituminous pavement performance

by laboratory test. To date, data obtained are inconclusive, but additional experimentation is being conducted. A standard laboratory procedure has been developed which will eliminate the variables in this testing program. The Springfield laboratory uses a portable field laboratory for extraction tests and density tests to assist the district materials section in plant control.

9. DEPARTMENTAL SERVICES.—Other services rendered by the Bureau of Materials during 1965 include: making 584 pavement loading analyses in connection with 104 requests for permits to move or operate 108 overweight vehicles and heavy equipment; building a variety of tables, cabinets, and office equipment; repairing buildings; preparing 1,155 metal samples for tests in the chemical and physical laboratories; constructing three soil pulverizers for district offices; fabricating 1,800 Shelby tubes; making new shims, nuts, and pulling screws for universal testing machine; preparing repair parts for low pressure air meters, transverse testing machines, and road roughness machines; building a new electric drying oven for aggregate soundness tests; repairing and calibrating various test gauges and pieces of field equipment brought in from districts; calibrating test gauges on posttensioning beds at prestress concrete plants in several locations throughout the State; maintaining equipment and facilities of the Chicago Branch Laboratory and the buildings and equipment at 126 and 200 East Ash Street, in Springfield.

Two photographers prepared 2,644, 4 x 5 inch negatives, 490 8 x 10 inch negatives and 4,736 prints, twelve lantern slides, 500 feet of movie film, and 372, 11 x 14 inch negatives for multilith work; all in connection with various projects throughout the State. A total of 17,923 photostatic prints were also made in the Bureau of Materials.



## VIII. MAINTENANCE

1. GENERAL.—Maintenance and operation of the State highway system is the responsibility of the Bureau of Maintenance. The work is accomplished by two sections established in the Bureau: (1) The Maintenance Section and (2) The Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; procurement of materials, equipment, and supplies; and the general supervision of all maintenance activities carried on by the ten highway districts. The Day Labor Section performs a variety of construction and maintenance projects throughout the State which are too small to be of interest to most contractors and which require specialized skill and equipment.

Each highway district organization includes a district engineer of maintenance who, under the district engineer, is responsible for maintenance of State highways in that district. The field organization of the district consists of *field engineers* in charge of work in their part of the district; *maintenance supervisors* who have direct supervision of 8 to 12 section men; *section men*, each of whom maintains from 18 to 20 miles of highway; and *maintenance labor foremen* who operate with special crews and equipment for performing specialized or heavy maintenance work. Recently a district *bridge engineer*, a *labor foreman*, and two *equipment operators* have been added to the district maintenance forces. Their basic function is to perform bridge repairs of an emergency nature.

Radio equipment installed in supervisory vehicles and in some of the trucks and special equipment contributed much to providing closer supervision and prompt action in cases of emergency.

2. MAINTENANCE, OPERATION, AND COST ACCOUNTING.—The term *maintenance*, for the purpose of cost accounting, designates that work which tends to preserve the structural elements of the highways in their original condition or subsequently improved. Specific activities classified as maintenance are upkeep of the wearing surface, shoulders, ditches, and structures. The cost of this work is, in a large measure, dependent upon the type and age of the existing facility and upon the traffic which it accommodates.

The term *operation* is applied to that work which is incidental to the maintenance of the structural parts of the highways, but which tends to increase highway efficiency and safety to the traveling public. It includes placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, upkeep of protective devices and guardfence, removal of dirt and debris, snow removal and ice control work, and vegetation control. These costs are more or less independent of the type and age of the highway.



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Costs for the placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, and the upkeep of protective devices are incurred by both the Bureau of Traffic and the Bureau of Maintenance, but the direction and control of these costs is exercised by the Bureau of Traffic. Table 37 shows only the total costs of the above items under the class of work entitled "Traffic Operation." A detailed breakdown of these costs appears in Section XI, Traffic, of this report.

Maintenance costs are assembled by units called *Maintenance patrols*. A patrol consists of the adjacent sections of pavement of the same type and age and usually on the same route. *Operation* costs are assembled by *maintenance sections* comprised of the patrols maintained by one section man.

In computing costs for each of the various accounts, such as maintenance of wearing surface, shoulders, ditches and drainage structures, and snow removal and ice control activities, all overhead and depreciation charges are distributed on the basis of the hours of labor involved in each account.

### 3. MILES MAINTAINED, COST, AND COST PER MILE.—

The Bureau of Maintenance is responsible for maintaining all State highways. Most of the mileage is maintained directly by State highway maintenance forces, but in some instances a municipality or county may maintain a State section under an agreement with the State in which case the State pays the local government for this service.

For cost accounting purposes, the Bureau of Maintenance uses the weighted average miles maintained for computation of costs per mile. However, for other purposes, the miles maintained at the end of the calendar year are needed for checking with other informational releases of the Division; consequently, both mileages are given in each of the interstate, regular, and expressway maintenance tables.

A summary of the mileages maintained at December 31, 1965, the weighted average mileage, and the number of highway and bridge patrols is given in the tabulation which follows:

Class of Work	Miles Maintained		Number of Patrols	
	At Dec. 31, 1965	Weighted Average Mileage	Highway	Bridge
Direct Maintenance:				
Interstate.....	696.74	626.68	73	238
Regular.....	14,323.20	14,330.71	2,471	1,537
Expressway.....	105.19	105.13	6	81
Subtotal.....	15,125.13	15,062.52	2,550	1,856
Municipal Street Maintenance.....	809.57	809.57		
Total.....	15,934.70	15,872.09		



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The details concerning interstate, regular, and expressway maintenance are given in Tables 30, 31, and 32, respectively, while the costs for both maintenance and operation for 1965 is compared with the previous year in Tables 33, 34, and 35. State maintenance of streets and beltlines is not included in these tables, but on page 201 a brief account of municipal maintenance is given. However, to give a brief and overall picture of mileage, costs, and cost per mile the following tabulation has been made.

System	Weighted Average Miles Maintained	Cost of		Total	Cost Per Mile
		Maintenance	Operation		
Interstate.....	626.68	\$ 915,945.60	\$ 2,402,555.96	\$ 3,318,501.56	\$5,295.37
Regular.....	14,330.71	18,673,730.79	25,920,672.28	44,594,403.07	3,111.81
Expressway.....	105.13	1,287,012.99	5,681,309.57	6,968,322.56	66,282.91
Subtotal.....	15,062.52	\$20,876,689.38	\$34,004,537.81	\$54,881,227.19	\$3,643.56
Municipal.....	809.57			703,855.98	869.42
Total.....	15,872.09			\$55,585,083.17	\$3,502.06

The expressway maintenance and operation given above include that for Edens, Kennedy, Eisenhower, Dan Ryan, Stevenson, and Calumet Expressways all of which are in the Chicago metropolitan area. Most of this expressway mileage is also on the interstate highway system consisting of 6, 8, 10, and more laned highways. On some sections of these expressways as many as 200,000 cars use the facility daily. With traffic in this range, much of the maintenance and operation work must be done at night or in the early morning when traffic is low.

Other factors contributing to higher maintenance costs on expressways are more extensive drainage problems on depressed sections, greater number of structures to maintain, more signs and more lanes to stripe, lighting equipment to service, more rigid requirements in snow removal and ice control, and more extensive care of landscaping and control of vegetation. These services together with generally higher wage scales in the metropolitan area result in the cost per mile for maintenance and operation of expressways of \$66,282.91.

If reduced to a cost per lane-mile, maintenance of expressways would be about 6 times that of the rural highways and if converted to a cost per vehicle mile served the maintenance of expressways would be considerably less than that of other State highways.

TABLE 30.—INTERSTATE MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1965.  
(Exclusive of interstate highways coincident with expressways in Cook County.)

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Account	Unit	Types of Surfaced Roads				Bridges of 100' Length and Over	Grand Total
		Portland Cement Concrete	Other Bit. Types on Flexible Base	Sheet Asph. and Bit. Concrete on Rigid Base	Service Drives		
Number of patrols.....	.....	70	1	2	.....	238	311
Miles maintained at December 31, 1965.....	.....	679.25	12.95	4.54	.....	825 Bridges	696.74
Weighted average miles maintained during 1965.....	.....	610.24	11.90	4.54	.....	825 Bridges	626.68
Wearing surface.....	Cost.....	\$307,517.82	\$1,985.09	.....	.....	.....	\$309,502.91
	Cost Per Mile...	503.93	166.81	.....	.....	.....	493.88
Shoulders, ditches, cuts, and fills.....	Cost.....	410,606.31	5,263.10	.....	.....	.....	415,869.41
	Cost Per Mile...	672.86	442.28	.....	.....	.....	663.61
Small bridges, concrete, and steel.....	Cost.....	6,050.36	.....	.....	.....	.....	6,050.36
	Cost Per Mile...	9.91	.....	.....	.....	.....	9.65
Culverts and other drainage facilities.....	Cost.....	33,256.54	702.77	.....	.....	.....	33,959.31
	Cost Per Mile...	54.50	59.06	.....	.....	.....	54.19
Miscellaneous structures and facilities.....	Cost.....	9,332.34	.....	.....	.....	.....	9,332.34
	Cost Per Mile...	15.29	.....	.....	.....	.....	14.89
Large bridges 100 ft. length or over <sup>1</sup> .....	Cost.....	.....	.....	.....	.....	\$75,486.29	75,486.29
	Cost Per Bridge	.....	.....	.....	.....	91.50	91.50
Service drives.....	Cost.....	.....	.....	.....	\$65,744.98	.....	65,744.98
	Cost Per Mile...	.....	.....	.....	.....	.....	104.91
Total maintenance cost.....	.....	\$766,763.37	\$7,950.96	3	\$65,744.98	\$75,486.29	\$915,945.60
Total cost per mile <sup>2</sup> .....	.....	1,256.49	668.15	.....	.....	.....	1,461.58

Note: All costs include administration and engineering expense of the districts and a pro rata share of the central office expense.

<sup>1</sup> Includes the cost for maintenance of movable span bridges.

<sup>2</sup> Cost per mile is found by dividing weighted average mileage into applicable costs.

<sup>3</sup> No separate costs were kept for the 4.54 miles shown above.



TABLE 31.—REGULAR MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1965.<sup>1</sup>

Account	Unit	Types of Surfaced Roads								Bridges of 100-Foot Length or Over and Misc. Items	Grand Total	
		Portland Cement Concrete	Brick	Sheet Asph. and Bit. Conc. on Rigid Base	Other Bituminous Types		Bituminous Surface Treatment	Water-bound Macadam	Gravel			
					Rigid Base	Flexible Base						
Number of Patrols.....	Bridges.....										1, 537	1, 537
	Highways.....	1, 290	31	974	8	40	97	4	27			2, 471
Maintained December 31, 1965.....	Miles.....	6, 556.68	32.79	7, 079.71	28.68	171.04	399.77	7.13	47.40			14, 323.20
Maintained (weighted average).....	Miles.....	6, 705.02	33.83	6, 936.10	30.10	171.04	400.09	7.13	47.40	1, 584 Bridges		14, 330.71
Wearing surface.....	Cost.....	\$6, 641, 829.32	\$20, 450.93	\$4, 157, 006.48	\$12, 942.60	\$32, 606.37	\$119, 525.04	\$1, 413.23	\$15, 184.34			\$11, 000, 958.31
	Cost Per Mile...	990.57	604.52	599.33	429.99	190.64	298.74	198.21	320.34			767.65
Shoulders, ditches, cuts and fills.....	Cost.....	2, 833, 131.22	14, 005.04	2, 668, 382.08	8, 219.01	34, 411.92	117, 843.30		10, 453.92			5, 686, 446.49
	Cost Per Mile...	422.54	413.98	384.71	273.06	201.19	294.54		220.55			396.80
Small bridges (less than 100 foot length).....	Cost.....	145, 801.12	118.99	115, 264.67		938.18	3, 283.59					265, 406.55
	Cost Per Mile...	21.75	3.52	16.62		5.48	8.21					18.52
Culverts and other drainage facilities....	Cost.....	153, 432.06	576.83	216, 738.70	982.57	4, 386.59	4, 203.64					380, 320.39
	Cost Per Mile...	22.88	17.05	31.24	32.64	25.65	10.51					26.54
Miscellaneous items....	Cost.....	169, 145.98		12, 125.40		488.80	484.85					182, 245.03
	Cost Per Mile...	25.23		1.75		2.86	1.21					12.72
Large bridges (100 foot length and over) <sup>2</sup> ....	Cost.....									1,138,810.17		1, 138, 810.17
	Cost Per Bridge									718.95		718.95
Service drives.....	Cost.....									19, 543.85		19, 543.85
	Cost Per Mile...											1.36
Total maintenance cost <sup>3</sup> .....	Cost.....	\$9, 943, 339.70	\$35, 151.79	\$7, 169, 517.33	\$22, 144.18	\$72, 831.86	\$245, 340.42	\$1, 413.23	\$25, 638.26	\$1,158,354.02		\$18, 673, 730.79
Total cost per mile <sup>3</sup> ....	Cost Per Mile...	\$1, 482.97	\$1, 039.07	\$1, 033.65	\$735.69	\$425.82	\$613.21	\$198.21	\$540.89			\$1, 303.06

Notes: All costs include administration and engineering expense of district offices and a pro rata share of the central office expense.  
<sup>1</sup> Does not include costs for 626.68 miles of Interstate Highways or 105.13 miles of Expressways which are reported in Tables 30 and 32.  
<sup>2</sup> Includes costs for maintenance of movable-span bridges.  
<sup>3</sup> Cost per mile is found by dividing weighted average mileage into applicable cost.

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TABLE 32.—EXPRESSWAY MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1965.<sup>1</sup>

Account	Unit	Total
Number of patrols <sup>2</sup> .....	Bridges.....	81
	Highways.....	6
Maintained at December 31, 1965.....	Miles.....	105.19
Maintained (weighted average).....	Miles.....	105.13

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Wearing surface.....	Total cost.....	\$ 821, 923.11
	Cost per mile...	7, 818.16
Shoulders, ditches, cuts and fills.....	Total cost.....	58, 134.82
	Cost per mile...	552.98
Culverts and other drainage facilities.....	Total cost.....	50, 210.63
	Cost per mile...	477.61
Large bridges or overhead structures (100 foot length and over).....	Total cost.....	309, 117.29
	Cost per bridge.	4786.56
Miscellaneous structures and facilities.....	Total cost.....	47, 627.14
	Cost per mile...	453.03
Total maintenance.....	Total cost.....	\$1, 287, 012.99
	Cost per mile...	12, 242.11

OPERATION

Cutting and clearing vegetation.....	Total cost.....	\$ 320, 698.71
	Cost per mile...	3, 050.50
Snow removal and ice control.....	Total cost.....	1, 508, 658.42
	Cost per mile...	14, 350.41
Clearing dirt and debris.....	Total cost.....	1, 105, 354.67
	Cost per mile...	10, 514.17
Roadside planting maintenance.....	Total cost.....	149, 966.53
	Cost per mile...	1, 426.49
Upkeep of guardrail.....	Total cost.....	175, 829.21
	Cost per mile...	1, 672.49
Subway and drainage pumping.....	Total cost.....	178, 813.08
	Cost per mile...	1, 700.87
Traffic operation <sup>3</sup> .....	Total cost.....	2, 241, 988.95
	Cost per mile...	21, 325.87
Total operation.....	Total cost.....	\$5, 681, 309.57
	Cost per mile...	54, 040.80
Total highway maintenance and operation.....	Total cost.....	\$6, 968, 322.56
	Cost per mile...	66, 282.91

Note: All costs include administration and engineering expense of the district office and a pro rata share of the central office expense.

<sup>1</sup> Cost per mile is calculated by using weighted average miles maintained.

<sup>2</sup> Included in the 81 patrols for bridges of 100 feet or longer, there are 393 individual structures.

<sup>3</sup> Payable from the appropriation for highway traffic operations.

<sup>4</sup> Cost per bridge.



TABLE 33.—COMPARISON OF INTERSTATE MAINTENANCE AND OPERATION COSTS FOR 1964 AND 1965.  
(Exclusive of interstate highways coincident with expressways in Cook County.)

Class of Work	1964 Costs <sup>1</sup>			1965 Costs <sup>1</sup>			Change	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance:								
Wearing surface.....	\$274, 930.88	10.26	\$495.46	\$309, 502.91	9.33	\$493.88	+\$34, 572.03	— \$1.58
Shoulders, ditches, cuts, and fills.....	315, 402.23	11.77	568.39	415, 869.41	12.53	663.61	+\$100, 467.18	+\$95.22
Large bridges, 100 ft. length and over.....	36, 739.37	1.37	254.67	75, 486.29	2.28	291.50	+\$38, 746.92	+\$36.83
Culverts and other drainage facilities.....	23, 571.88	0.88	42.48	33, 959.31	1.02	54.19	+\$10, 387.43	+\$11.71
Small bridges, less than 100 ft. length.....	3, 021.77	0.11	5.45	6, 050.36	0.18	9.65	+\$3, 028.59	+\$4.20
Miscellaneous structures and facilities.....	7, 876.28	0.29	14.19	9, 332.34	0.28	14.89	+\$1, 456.06	+\$1.70
Service drives.....	59, 109.50	2.21	106.52	65, 744.98	1.98	104.91	+\$6, 635.48	— 1.61
Total maintenance.....	\$720, 651.91	26.89	\$1, 298.70	\$915, 945.60	27.60	\$1, 461.58	+\$195, 293.69	+\$162.88
Operation:								
Cutting and clearing vegetation.....	\$569, 495.54	21.25	\$1, 026.30	\$670, 939.54	20.22	\$1, 070.63	+\$101, 444.00	+\$44.33
Snow removal and ice control.....	482, 827.40	18.02	870.12	590, 440.38	18.06	956.53	+\$116, 612.98	+\$86.41
Clearing dirt and debris.....	391, 673.18	14.62	705.84	410, 709.25	12.38	655.37	+\$19, 036.07	— 50.47
Roadside planting maintenance.....	180, 193.58	6.72	324.73	266, 283.84	8.03	424.91	+\$86, 090.26	+\$100.18
Upkeep of guardrail.....	68, 803.64	2.57	123.99	91, 978.62	2.77	146.77	+\$23, 174.98	+\$22.78
Subway and drainage pumping.....	6, 894.80	0.26	12.43	11, 947.31	0.36	19.06	+\$5, 052.51	+\$6.63
Rest area maintenance.....	5, 568.72	0.21	10.04	35, 194.25	1.06	56.16	+\$29, 625.53	+\$46.12
Traffic operation <sup>3</sup> .....	253, 477.84	9.46	456.80	316, 062.77	9.52	504.35	+\$62, 584.93	+\$47.55
Total operation.....	\$1, 958, 934.70	73.11	\$3, 530.25	\$2, 402, 555.96	72.40	\$3, 833.79	+\$443, 621.26	+\$303.54
Total highway maintenance and operation.....	\$2, 679, 586.61	100.00	\$4, 828.95	\$3, 318, 501.56	100.00	\$5, 295.37	+\$638, 914.95	+\$466.42

Note: Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

<sup>1</sup> Cost per mile in this table was based on weighted average miles maintained of 554.90 and 626.68 for 1964 and 1965.

<sup>2</sup> Cost per bridge—includes costs for maintenance of movable-span bridges.

<sup>3</sup> Payable from highway traffic operations appropriation—a breakdown of traffic costs is shown in Table 46 of this report.

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TABLE 34.—COMPARISON OF REGULAR HIGHWAY MAINTENANCE AND OPERATION COSTS FOR 1964 AND 1965.

Class of Work	1964 Costs			1965 Costs			Change	
	Total	Per Cent of Total	Per Mile <sup>1</sup>	Total	Per Cent of Total	Per Mile <sup>1</sup>	Total	Per Mile
Maintenance:								
Wearing surface.....	\$9,072,486.95	22.26	\$633.80	\$11,000,958.31	24.67	\$767.65	+\$1,928,471.36	+\$133.85
Shoulders, ditches, cuts, and fills.....	5,543,599.22	13.60	387.27	5,686,446.49	12.75	396.80	+\$142,847.27	+\$9.53
Large bridges (100 ft. length and over).....	960,176.71	2.36	2621.47	1,138,810.17	2.55	2718.94	+\$178,633.46	+\$297.47
Culverts and other drainage facilities.....	409,976.03	1.01	28.64	380,320.39	.85	26.54	-\$29,655.64	-\$2.10
Small bridges (less than 100 ft. length).....	255,730.65	0.62	17.87	265,406.55	.60	18.52	+\$9,675.90	+\$.65
Miscellaneous structures and facilities.....	29,870.59	0.07	2.09	182,245.03	.41	12.72	+\$152,374.44	+\$10.63
Service drives.....	23,089.26	0.06	1.61	19,543.85	.04	1.36	-\$3,545.41	-\$.25
Total maintenance.....	\$16,294,929.41	39.98	\$1,138.35	\$18,673,730.79	41.87	\$1,303.06	+\$2,378,801.38	+\$164.71
Operation:								
Cutting and clearing vegetation.....	\$6,382,517.63	15.66	\$445.88	\$5,997,056.50	13.45	\$418.48	-\$385,461.13	-\$27.40
Snow removal and ice control.....	6,934,968.27	17.02	484.47	8,324,053.48	18.67	580.85	+\$1,389,085.21	+\$96.38
Clearing dirt and debris.....	4,124,612.83	10.12	288.14	3,686,464.69	8.27	257.24	-\$438,148.14	-\$30.90
Roadside planting maintenance.....	369,819.19	0.91	25.84	479,563.21	1.07	33.46	+\$109,744.02	+\$7.62
Upkeep of guardrail.....	450,532.08	1.11	31.47	449,527.80	1.01	31.37	-\$1,004.28	-\$.10
Subway and drainage pumping.....	134,113.19	0.33	9.37	164,349.44	0.37	11.47	+\$30,236.25	+\$2.10
Electric lighting.....	490.21	0.00	.03	5,789.71	0.01	.41	+\$5,299.50	+\$.38
Traffic operation.....	6,062,003.11	14.87	423.49	6,813,867.45	15.28	475.47	+\$751,864.34	+\$51.98
Total operation.....	\$24,459,056.51	60.02	\$1,708.69	\$25,920,672.28	58.13	\$1,808.75	+\$1,461,615.77	+\$100.06
Total highway maintenance and operation.....	\$40,753,985.92	100.00	\$2,847.04	\$44,594,403.07	100.00	\$3,111.81	+\$3,840,417.15	+\$264.77

<sup>1</sup> Cost per mile in this table was based on weighted average miles maintained of 14,314.49 for 1964 and 14,330.71 for 1965.

<sup>2</sup> Cost per bridge.



TABLE 35.—COMPARISON OF EXPRESSWAY MAINTENANCE AND OPERATION COSTS FOR 1964 AND 1965.

Class of Work	1964 Costs <sup>1</sup>			1965 Costs <sup>1</sup>			Change	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance:								
Wearing surface.....	\$346,447.74	6.5	\$3,845.15	\$821,923.11	11.8	\$7,818.16	+	\$475,475.37
Shoulders, ditches, cuts and fills.....	115,109.05	2.2	1,277.57	58,134.82	0.8	552.98	—	56,974.23
Large bridges (100 ft. length and over).....	439,308.93	8.3	31,103.79	309,117.29	4.4	3786.56	—	130,191.64
Culverts and other drainage facilities.....	27,354.60	0.5	303.60	50,210.63	0.7	477.61	+	22,856.03
Miscellaneous structures and facilities.....	15,365.77	0.3	170.54	47,627.14	0.7	453.03	+	32,261.37
Total maintenance.....	\$943,586.09	17.8	\$10,472.65	\$1,287,012.99	18.4	\$12,242.11	+	\$343,426.90
Operation:								
Cutting and clearing vegetation.....	\$261,907.63	5.0	\$2,906.85	\$320,698.71	4.6	\$3,050.50	+	\$58,791.08
Snow removal and ice control.....	847,594.93	16.0	9,407.27	1,508,658.42	21.6	14,350.41	+	661,063.49
Clearing dirt and debris.....	1,197,279.89	22.6	13,288.35	1,105,354.67	15.9	10,514.17	—	91,925.22
Roadside planting maintenance.....	134,149.82	2.5	1,488.90	149,966.53	2.2	1,426.49	+	15,816.71
Upkeep of guardrail.....	125,023.25	2.4	1,387.61	175,829.21	2.5	1,672.49	+	50,805.96
Subway and drainage pumping.....	147,593.44	2.8	1,638.11	178,813.08	2.6	1,700.87	+	31,219.64
Traffic operation <sup>2</sup> .....	1,634,781.48	30.9	18,144.07	2,241,988.95	32.2	21,325.87	+	607,207.47
Total operation.....	\$4,348,330.44	82.2	\$48,261.16	\$5,681,309.57	81.6	\$54,040.80	+	\$1,332,979.13
Total highway maintenance and operation.....	\$5,291,916.53	100.0	\$58,733.81	\$6,968,322.56	100.0	\$66,282.91	+	\$1,676,406.03
							+	\$7,549.10

Note: Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.  
<sup>1</sup> Cost per mile in this table was based on weighted average miles maintained of 90.10 and 105.13 for 1964 and 1965.  
<sup>2</sup> Payable from highway traffic operations appropriation.  
<sup>3</sup> Costs are the average cost per bridge. It includes 398 structures for 1964 and 393 for 1965.

MAINTENANCE

TABLE 36.—COMPARISON OF ANNUAL MAINTENANCE AND HIGHWAY OPERATION COSTS, 1930 TO 1965, INCLUSIVELY.

Year	Mileage	Maintenance		Operation		Total Maintenance and Operation	
		Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
1930.....	8, 519	\$1, 749, 647.18	\$205.38	\$1, 337, 611.34	\$157.02	<sup>1</sup> \$3, 087, 258.52	\$362.40
1931.....	9, 530	1, 958, 134.12	205.47	1, 328, 918.40	139.45	<sup>1</sup> 3, 287, 052.52	344.92
1932.....	10, 459	2, 332, 253.28	222.99	1, 558, 649.90	149.02	<sup>1</sup> 3, 890, 903.18	372.01
1933.....	11, 234	1, 819, 343.39	161.95	1, 162, 922.67	103.52	2, 982, 266.06	265.47
1934.....	11, 886	2, 267, 471.80	109.77	1, 444, 799.78	121.55	3, 712, 271.58	312.32
1935.....	12, 223	2, 391, 909.55	195.69	1, 574, 893.43	128.85	3, 966, 802.96	324.54
1936.....	12, 515	2, 271, 627.77	181.51	2, 388, 325.20	190.84	4, 659, 952.97	372.35
1937.....	12, 742	2, 935, 431.25	230.38	2, 365, 445.29	185.64	5, 300, 876.54	416.02
1938.....	13, 067	2, 730, 534.68	208.96	2, 669, 708.79	204.31	5, 400, 243.47	413.27
1939.....	13, 319	3, 041, 150.70	228.33	2, 619, 706.72	196.69	<sup>15</sup> 5, 660, 857.42	425.02
1940.....	13, 558	3, 079, 790.06	227.16	3, 253, 101.04	239.94	6, 332, 891.10	467.10
1941.....	13, 853	3, 562, 474.79	257.16	2, 873, 841.57	207.46	6, 436, 316.36	464.62
1942.....	13, 941	3, 618, 649.34	259.57	3, 321, 607.68	238.26	6, 940, 257.02	497.83
1943.....	14, 052	3, 090, 481.85	219.92	3, 311, 451.68	235.65	6, 401, 933.53	455.57
1944.....	14, 093	3, 485, 901.75	247.36	3, 536, 330.40	250.94	7, 022, 232.15	498.30
1945.....	14, 109	3, 720, 034.95	263.66	4, 403, 280.19	312.08	8, 123, 315.14	575.74
1946.....	14, 113	4, 061, 284.79	287.78	4, 650, 465.67	329.52	8, 711, 750.46	617.30
1947.....	14, 125	4, 942, 038.49	349.87	5, 766, 839.11	408.26	10, 708, 877.60	758.13
1948.....	14, 134	6, 129, 120.23	433.65	6, 339, 784.75	448.55	12, 468, 904.98	882.20
1949.....	14, 168	6, 973, 572.39	492.21	6, 455, 231.18	455.62	13, 428, 803.57	947.83
1950.....	14, 224	9, 355, 382.15	657.70	7, 201, 589.64	506.29	16, 556, 971.79	1, 163.99
1951.....	14, 248	10, 292, 240.95	722.39	8, 647, 635.99	606.95	18, 939, 876.94	1, 329.34
1952.....	14, 256	11, 250, 460.33	789.20	9, 244, 739.81	648.50	20, 495, 200.14	1, 437.70
1953.....	14, 233	11, 026, 356.90	774.71	8, 511, 335.77	598.00	<sup>21</sup> 9, 537, 692.67	1, 372.71
1954.....	14, 267	11, 994, 706.34	840.71	10, 968, 394.01	768.77	<sup>22</sup> 2, 963, 100.35	1, 609.48
1955.....	14, 297	11, 578, 217.78	809.85	11, 285, 006.47	789.34	<sup>22</sup> 2, 863, 224.25	1, 599.19
1956.....	14, 344	11, 929, 219.50	831.65	12, 328, 119.61	859.46	<sup>22</sup> 4, 257, 339.11	1, 691.11
1957.....	14, 414	11, 984, 745.70	831.45	12, 702, 170.46	881.22	<sup>22</sup> 4, 686, 916.16	1, 712.67
1958.....	14, 400	13, 352, 896.89	927.30	13, 637, 589.64	947.07	<sup>22</sup> 6, 990, 486.53	1, 874.37
1959.....	14, 434	12, 087, 221.86	837.41	16, 016, 040.96	1, 109.59	<sup>22</sup> 8, 103, 262.82	1, 947.00
1960.....	14, 553	13, 497, 741.50	927.50	18, 976, 670.78	1, 303.98	<sup>23</sup> 2, 474, 412.28	2, 231.48
1961.....	14, 645	13, 742, 780.14	938.36	18, 466, 948.19	1, 260.93	<sup>23</sup> 2, 209, 728.33	2, 199.29
1962.....	14, 711	16, 927, 645.10	1, 150.70	20, 951, 989.47	1, 424.26	<sup>23</sup> 7, 879, 634.57	2, 574.96
1963.....	14, 757	15, 789, 078.72	1, 069.94	24, 153, 293.47	1, 636.73	<sup>23</sup> 9, 942, 372.19	2, 706.67
1964.....	14, 869	17, 015, 581.32	1, 144.37	26, 417, 991.21	1, 776.72	<sup>24</sup> 3, 433, 572.53	2, 921.08
1965.....	<sup>3</sup> 14, 957	19, 589, 676.39	1, 309.73	28, 323, 228.24	1, 893.64	<sup>24</sup> 7, 912, 904.63	3, 203.37

Note: Before 1941 the mileages did not include detours, unpaved and temporary routes.

<sup>1</sup> Corrected to agree with adjustments made in 1942.

<sup>2</sup> Does not include costs for maintenance or traffic operation of expressways which are reported in another table of this section.

<sup>3</sup> Contains 626.68 miles of interstate highways and 14,330.71 miles of other State-maintained roads.

4. EXPENDITURES AND COSTS.—Table 37 shows annual cash expenditures and costs by accounts according to the biennial appropriations passed by the 73rd and 74th General Assemblies for highway maintenance and highway traffic operations. The cash expenditures in these statements correspond to the accounts captioned “Maintenance of State Highways and Highway Traffic Control,” appearing in Table 13.

The costs as shown in these tables include cash expenditures for direct charges, administration and engineering, equipment depreciation and various credits.



MAINTENANCE

TABLE 37.—EXPENDITURES AND COSTS DURING 1965 FOR HIGHWAY  
MAINTENANCE AND OPERATION

Accounts	Expenditures	Costs
Direct charges:		
Maintenance and operation of highways.....	\$41, 253, 347.59	\$40, 830, 467.50
Administration and engineering:		
District offices.....	2, 433, 388.29	2, 433, 388.29
Bureau offices.....	390, 212.86	390, 212.86
Subtotal.....	\$44, 076, 948.74	\$43, 654, 068.65
Equipment.....	2, 763, 881.49	11, 970, 371.69
Credits.....		115, 132.32
Total maintenance and operation (exclusive of traffic operation).....	\$46, 840, 830.23	\$45, 509, 308.02
Total traffic operation and equipment <sup>2</sup> .....	9, 730, 598.47	9, 371, 919.17
Total maintenance and operation (including traffic operation).....	<sup>3</sup> \$56, 571, 428.70	\$54, 881, 227.19

<sup>1</sup> Equipment depreciation figured on straight-line basis.

<sup>2</sup> Breakdown of traffic operation costs is shown in Section XI, Traffic, of this report.

<sup>3</sup> Payable from the biennial appropriations passed by the 73rd and 74th General Assemblies for highway maintenance and highway traffic operations.

5. LARGE BRIDGES.—The maintenance patrols for bridges consisted of 238 on interstate highways, 1,537 on regular, and 81 on expressways. This included 825 individual structures on the interstate system, 1,584 on regular maintenance, and 393 on expressways. The cost for bridge maintenance and the cost per bridge is also included in the tables of this section.

6. SNOW REMOVAL AND ICE CONTROL.—Table 38 summarizes the cost of snow removal and ice control work for the entire State and by highway districts in three zones during 1965. Table 39 compares the weighted average mileage and annual cost for this activity for the entire State and for the northern zone for the past 35 years.

A total of 200,786 tons of rock salt was applied directly on packed snow and ice during the winter months, and 7,520 tons of calcium chloride were used for treatment of cinders and other abrasives for spreading on the pavements at intersections and other hazardous locations.

Storm warning services provided by two companies specializing in industrial meteorology were again utilized during the winter season with satisfactory results.

TABLE 38.—COST OF REMOVING SNOW AND ICE FROM STATE HIGHWAYS IN 1965.

MAINTENANCE

District and Zone	Mileage	Labor Hours	Direct Expense			Equipment Depreciation	District and Bureau Overhead	Total Cost	Average Cost Per Mile
			Labor	Other	Total				
INTERSTATE.									
1.....	47.63	11,136	\$31,908.46	\$41,591.38	\$73,499.84	\$3,589.26	\$4,329.61	\$81,418.71	\$1,709.40
2.....	70.20	6,565	19,308.46	9,448.73	28,757.19	2,546.34	2,731.63	34,035.16	484.83
3.....	143.39	27,284	72,813.58	59,158.66	131,972.24	8,606.43	10,706.79	151,285.46	1,055.06
4.....	28.94	6,753	18,857.01	27,049.74	45,906.75	2,142.88	2,752.83	50,802.46	1,755.44
Total for Northern Zone.....	290.16	51,738	\$142,887.51	\$137,248.51	\$280,136.02	\$16,884.91	\$20,520.86	\$317,541.79	\$1,094.37
5.....	54.20	10,215	\$30,855.24	\$27,059.55	\$57,914.79	\$2,775.69	\$4,513.74	\$65,204.22	\$1,203.03
6.....	70.14	8,038	20,055.72	2,300.39	22,356.11	2,218.36	2,830.33	27,404.80	390.72
Total for Central Zone.....	124.34	18,253	\$50,910.96	\$29,359.94	\$80,270.90	\$4,994.05	\$7,344.07	\$92,609.02	\$744.80
7.....	71.66	14,661	\$41,194.26	\$23,163.11	\$64,357.37	\$4,044.38	\$5,860.27	\$74,262.02	\$1,036.31
8.....	82.97	13,035	32,633.65	37,269.27	69,902.92	3,781.64	5,524.65	79,209.21	954.67
9.....	57.55	5,725	15,872.46	15,780.52	31,652.98	1,651.10	2,514.26	35,818.34	622.39
Total for Southern Zone.....	212.18	33,421	\$89,700.37	\$76,212.90	\$165,913.27	\$9,477.12	\$13,899.18	\$189,289.57	\$892.12
Total for Entire State.....	626.68	103,412	\$283,498.84	\$242,821.35	\$526,320.19	\$31,356.08	\$41,764.11	\$599,440.38	\$956.53
REGULAR STATE.									
1.....	1,478.32	180,190	\$512,521.57	\$617,241.61	\$1,129,763.18	\$58,077.41	\$70,056.77	\$1,257,897.36	\$850.90
2.....	1,536.91	86,073	260,047.81	251,372.98	511,420.79	33,384.79	35,814.14	580,619.72	377.78
3.....	1,631.37	179,793	509,897.51	463,703.93	973,601.44	56,713.68	70,554.38	1,100,869.50	674.81
4.....	1,492.68	141,719	412,004.16	477,026.92	889,031.08	44,970.62	57,771.20	991,772.90	664.42
10.....	1,228.42	176,294	616,205.83	874,149.78	1,490,355.61	53,957.39	138,736.50	1,683,049.50	1,370.09
Total for Northern Zone.....	7,367.70	760,069	\$2,310,676.88	\$2,683,495.22	\$4,994,172.10	\$247,103.89	\$372,932.99	\$5,614,208.98	\$762.00
5.....	1,790.25	130,666	\$386,094.49	\$271,045.18	\$657,139.67	\$35,505.50	\$57,737.82	\$750,382.99	\$419.15
6.....	1,398.45	106,985	275,401.89	257,918.97	533,320.86	29,526.12	37,671.59	600,518.57	429.42
Total for Central Zone.....	3,188.70	237,651	\$661,496.38	\$528,964.15	\$1,190,460.53	\$65,031.62	\$95,409.41	\$1,350,901.56	\$423.65
7.....	1,134.80	63,613	\$184,572.79	\$207,800.19	\$392,372.98	\$17,548.26	\$25,427.30	\$435,348.54	\$383.63
8.....	1,514.15	88,346	246,411.31	299,076.17	545,487.48	25,630.43	37,443.86	608,561.77	401.92
9.....	1,125.36	52,553	151,652.50	125,143.80	276,796.30	15,156.50	23,079.83	315,032.63	279.94
Total for Southern Zone.....	3,774.31	204,512	\$582,636.20	\$632,020.16	\$1,214,656.76	\$58,335.19	\$85,950.99	\$1,258,942.94	\$360.05
Total for Entire State.....	14,330.71	1,206,232	\$3,554,809.86	\$3,844,479.53	\$7,399,289.39	\$370,470.70	\$554,293.39	\$8,324,053.48	\$580.85
EXPRESSWAYS.									
10.....	105.13	144,202	\$504,834.23	\$886,779.85	\$1,391,614.08	\$50,481.21	\$66,563.13	\$1,508,658.42	\$14,350.41



MAINTENANCE

TABLE 39.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS.  
1931-1965

Year	For Entire State			For Northern Zone Only		
	Miles Reported	Total Cost	Cost Per Mile	Miles Reported	Total Cost	Cost Per Mile
1931.....	5,944.40	\$ 289,915.67	\$ 48.77	4,362.06	\$ 240,903.51	\$ 55.23
1932.....	8,499.36	279,710.14	32.91	6,565.95	206,045.27	37.02
1933.....	7,255.60	230,684.53	31.93	4,918.07	194,962.85	39.64
1934.....	9,159.49	270,675.51	29.55	5,312.61	172,411.55	52.45
1935.....	9,516.82	419,872.34	44.12	5,750.52	321,588.88	55.92
1936.....	12,693.90	1,098,427.54	87.01	6,930.00	806,784.24	116.42
1937.....	12,831.64	674,985.18	52.60	7,031.49	429,241.04	61.05
1938.....	13,175.75	593,173.22	45.02	7,186.40	458,994.91	63.87
1939.....	13,378.67	625,905.25	46.78	7,251.10	434,373.90	59.90
1940.....	13,615.49	1,109,962.53	81.52	7,351.29	719,854.25	97.92
1941.....	13,852.98	710,839.77	51.31	7,444.68	545,360.40	73.26
1942.....	13,940.95	847,779.92	60.81	7,475.51	587,462.68	78.58
1943.....	14,052.40	889,063.48	63.27	7,510.40	695,844.49	92.65
1944.....	14,092.54	849,457.98	60.28	7,524.38	568,333.34	75.53
1945.....	14,109.26	1,321,678.97	93.67	7,533.07	899,401.49	119.39
1946.....	14,112.63	1,106,379.30	78.40	7,528.65	742,121.84	98.57
1947.....	14,125.35	1,591,399.16	112.66	7,539.85	1,225,436.24	162.53
1948.....	14,133.95	1,747,642.76	123.65	7,543.44	1,236,310.15	163.89
1949.....	14,167.90	2,080,265.35	146.83	7,543.39	1,566,023.89	207.60
1950.....	14,224.37	2,281,113.17	160.37	7,549.64	1,621,433.03	214.77
1951.....	14,247.54	3,108,455.28	218.17	7,555.10	2,216,405.30	293.37
1952.....	14,255.57	3,166,286.93	222.11	7,558.39	2,254,554.09	298.28
1953.....	14,232.91	2,130,092.51	149.66	7,527.05	1,464,028.79	194.50
1954.....	14,267.41	2,408,941.59	168.84	7,539.21	1,758,156.08	233.20
1955.....	14,296.73	3,238,918.88	226.55	7,534.88	2,205,043.94	292.64
1956.....	14,344.06	3,141,550.47	219.01	7,550.62	2,006,771.16	265.78
1957.....	14,414.25	3,607,152.08	250.25	7,577.97	2,344,306.69	309.36
1958.....	14,399.75	3,682,249.99	255.72	7,551.42	2,560,757.60	339.11
1959.....	14,434.12	4,848,497.71	335.91	7,546.71	3,409,560.55	451.79
1960.....	14,552.86	6,501,513.74	446.75	7,580.21	4,556,140.51	601.06
1961.....	14,645.49	4,641,459.79	316.92	7,596.24	2,701,978.65	355.70
1962.....	14,710.79	7,731,480.26	525.57	7,591.37	5,528,379.93	728.25
1963.....	14,757.20	7,338,857.41	497.31	7,601.05	4,950,347.37	651.27
1964.....	14,869.39	7,417,795.67	498.86	7,633.54	4,810,267.29	630.15
1965.....	14,957.39	8,923,493.86	596.59	27,657.86	5,931,750.77	774.60

Note: Costs subsequent to 1952 do not include cost of removing snow and ice from expressways.

<sup>1</sup> Included in the costs is 626.68 miles of interstate highways and 14,330.71 miles of other State main-  
tained highways.

<sup>2</sup> Included in the costs is 290.16 miles of interstate highways and 7,367.70 miles of other State main-  
tained highways.

7. EXTRAORDINARY MAINTENANCE.—Maintenance projects involving unusual expenditures or services which are difficult for maintenance forces to perform are considered extraordinary maintenance. Such work includes repairs to structures; pavement under-sealing; grading of shoulders, backslopes, and ditches; tree removal; treatment to low-type surfaced roads; and other similar work. As indicated in the tabulation of this work which follows much of it was done by contract under supervision of maintenance engineers. However, some extraordinary maintenance jobs suitable for performance by maintenance forces were done by them.

The quantities of extraordinary maintenance work completed during 1965 are shown in the following tabulation:



MAINTENANCE

Item	By Maintenance Forces	By Contract
Pavement replacement with portland cement concrete.....	26,970 sq. yds.	45,948 sq. yds.
Pavement replacement with bituminous mixtures.....	63,249 sq. yds.	8,149 sq. yds.
Intermittent resurfacing.....	.....	1,457,463 sq. yds.
Pavement undersealing.....	150,000 sq. yds.	139,638 sq. yds.
Shoulder improvements.....	1,263,425 sq. yds.	.....
Cleaning and painting steel bridges.....	20 bridges	55 bridges
Repairs to low-type surfaced roads.....	97,269 sq. yds.	149,069 sq. yds.
Seal coat on low-type surfaced roads.....	21,271 sq. yds.	293,664 sq. yds.
Cutting backslopes, removing slides and other earthwork.....	554,748 cu. yds.	.....
Emergency bridge repairs.....	62 bridges	122 bridges
Tree removal (mainly dead or disease-infected elms).....	144,998 in. dia.	50,066 in. dia.
Stump removal.....	.....	20,148 in. dia.
Bituminous resurfacing.....	31,100 sq. yds.	.....
Guardrail replacement.....	.....	16,000 lin. ft.

Due to flooding of the Mississippi River, large quantities of materials and labor were used by the maintenance forces of the three districts bordered by the flooded area. Such items as levees, paved ditches, pavements, and shoulders were affected. Over 100,000 cubic yards of fill material were used. Approximately 12,000 square yards of pavement and 1,145 lineal feet of guardrail were also replaced.

8. MUNICIPAL STREET MAINTENANCE. — The maintenance of streets in the municipalities for which the State has maintenance obligation is performed directly by State maintenance forces or by the municipalities under the supervision of, and by agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State for the expense incurred. The funds for maintaining these urban streets and portions of belt lines or bypasses within the municipal limits are provided by appropriations from the Road Fund.

In 1965, 809.57 miles of city streets, belt lines, and bypasses were maintained in this manner, of which 681.90 miles were maintained by the municipalities under agreement with the Division, and the remaining 127.67 miles were maintained directly by State forces. The total cost of such maintenance was \$703,855.98.

9. ADDITIONS AND BETTERMENTS.—Work performed under authorization and classed as *additions and betterments* consists of capital improvements added to the highway facilities to modernize them, reduce highway hazards, or decrease maintenance expense. Although maintenance field forces supervise and perform the work on these projects, the cost is paid from construction funds since it represents additional capital investment.



MAINTENANCE

The expenditures for the various classes of additions and betterments work are shown in the following tabulation:

Reserve Fund	Amount
Regular A & B construction.....	\$178,763.25
State-aid A & B.....	2,126.28
City and belt line A & B.....	863.14
Total.....	\$181,752.67

10. PERMITS.—Permits to install sewers, water and gas mains, pole lines, and work of the same nature on State highway right-of-way, are supervised by the Bureau of Maintenance. During the year, 8,455 such permits were granted. This total does not include 2,506 access permits issued by the Bureau of Traffic.

11. DAY LABOR.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts and completed 181 jobs, including 110 bridge repair projects. A summary of the principal items completed is shown in the following tabulation:

Item	Quantity
Bituminous surfaces:	
Seal coat.....	543,491 sq. yds.
I-11 surface.....	1,914 tons
Base preparation.....	43,022 sq. yds.
Bituminous asphalt mixture shoulders.....	1,513 sq. yds.
Vynatex protective coating.....	920 sq. yds.
Bituminous Undersealing of pavements:	
Holes drilled.....	25,465 each
Asphalt pumped in place.....	566,577 gallons
Guardfence:	
Removal.....	47,823 lin. ft.
Guard posts removed.....	551 each
Steel plate erected.....	59,645 lin. ft.
Cable fence erected.....	35,722 lin. ft.
Wood fence erected.....	1,348 lin. ft.
Guideposts erected.....	201 each
Excavation:	
Earth.....	62,103 cu. yds.
Borrow.....	5,062 cu. yds.
Earth embankment.....	12,160 cu. yds.
Channel excavation.....	1,513 cu. yds.
Top soil.....	320 cu. yds.
Riprap.....	420 cu. yds.
Rock fill.....	579 cu. yds.
Clearing.....	1.5 acres
Pipe Culverts and Storm Sewers:	
Pipe culverts.....	1,782 lin. ft.
Corrugated metal pipe.....	272 lin. ft.
Storm sewers.....	218 lin. ft.

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Item	Quantity
Pavement:	
PCC pavement.....	957 sq. yds.
PCC pavement removal and replacement.....	20,160 sq. yds.
PCC median surfacing.....	1,810 sq. ft.
PCC partial depth removal and replacement.....	158 cu. yds.
Gravel or crushed stone base course.....	11,959 tons
Gravel or crushed stone shoulders.....	17,561 tons
Pavement expansion joints cut and filled.....	7,056 lin. ft.
Portland cement concrete:	
Class X concrete.....	2,648 cu. yds.
Concrete curb and gutter.....	8,123 lin. ft.
Special curb and gutter.....	1,521 lin. ft.
Concrete paved ditch.....	3,815 lin. ft.
Concrete picnic pads.....	8 each
Guniting concrete.....	453 sacks
Bridge rail concrete.....	8 cu. yds.
Bridge deck wearing surface.....	2,285 sq. yds.
PCC sidewalk.....	92 sq. ft.
Class X concrete encasement.....	23 cu. yds.
Granular backfill:	
Sub-base granular backfill.....	519 cu. yds.
Porous granular embankment.....	451 cu. yds.
Bridge repairs:	
Structural steel.....	191,661 pounds
Reinforcing steel.....	129,852 pounds
Metal handrail.....	6,974 lin. ft.
Expansion bolts.....	1,824 each
Anchor bolts.....	790 each
Hi-tensile bolts.....	971 each
Floor drains installed.....	402 each
Steel piles driven.....	379 lin. ft.
Steel sheet piling.....	2,825 sq. ft.
Hardware.....	825 pounds
Premolded joint filler.....	1,062 sq. ft.
Neoprene joint sealer.....	658 lin. ft.
Bridge pier sealant.....	2,980 sq. ft.
Bridge deck sealant.....	5,935 sq. yds.
Structural steel salvaged.....	21,427 pounds
Covered bridges rebuilt.....	2 each
Bailey truss span removed.....	1 each
Precast bridge slab erected.....	830 sq. ft.
Bridge wearing surface removed.....	1,496 sq. yds.
Emulsion sand mixture sealant.....	16,609 gallons
Precast prestressed concrete floor beams.....	4,104 sq. ft.
Steel pile shells driven.....	678 lin. ft.
Timber piling driven.....	610 lin. ft.
Treated timber.....	28,988 f.b.m.
Untreated timber.....	950 f.b.m.
Timber deck removed.....	5,300 sq. ft.
Miscellaneous:	
Concrete removal.....	2,085 cu. yds.
Masonry removal.....	238 cu. yds.
Concrete headwall removal.....	408 cu. yds.
Curb and gutter removal.....	6,107 lin. ft.
Gutter outlets removed.....	31 each
Inlets removed.....	7 each
Brick handrail removed.....	228 lin. ft.
Paved ditch removed.....	48 lin. ft.
PCC sidewalk removed.....	75 sq. ft.
Bituminous concrete removed.....	1,994 cu. yds.
Tree removal.....	84 inches
Culverts cleaned.....	101 each
Cast iron grates installed.....	5,148 pounds
Catch basins.....	1 each
Inlets.....	2 each
ROW markers erected.....	8 each
Picnic table shelters erected.....	3 each
Aggregate stockpiled.....	442 cu. yds.



IX. PLANNING

1. GENERAL.—Generally, the work of the Bureau of Planning consists of gathering, developing, and summarizing factual and statistical information concerning highway revenues, finance, traffic service, and road and street mileages; providing mapping services; developing transportation plans for urban areas; analyzing highway needs; and utilizing these data for forecasting future revenues, and developing improvement programs. Other work consists of determining preliminary highway locations, reporting information to the Bureau of Public Roads for nationwide publications, and utilizing these many facets of information for answering questions arising in highway administration of Illinois.

Included in the Bureau are four sections: Factual Studies, Urban Planning, Advance Planning, and the Chicago Area Transportation Study. In addition to these sections the Office and Computer Units also work under the direction of the Engineer of Planning.

2. FACTUAL STUDIES. — The Factual Studies Section includes the Road Inventory Unit and the Traffic Studies Unit.

(a) *Road Inventory.*—The duties of this unit include keeping current information concerning mileages, physical features of rural highways and streets, and making these data available for administrative use. A complete reinventory was conducted in 18 counties which included recording changes in mileages, surface types, roadway widths, and structures as well as revision of adjacent cultural features where changes had taken place. For the other 84 counties revisions were made for surface types, cultural features, and corporate limits which could be obtained from local sources of information without a detailed field survey. These new data were transferred to mileage tabulations and maps to present the most up-to-date information.

Mileages were tabulated for the four highway systems established by the Illinois Highway Code, namely the State System, the County System, the Township and Road District System, and the Municipal Street System.

The *State System* includes all highways maintained by the State. These generally fall into two groups: Primary highways and State supplemental highways. The primary highways include those with interstate, US, or Illinois markings, tollways, and those unmarked highways not yet open to traffic, but which will become a part of marked highway network. The State supplemental highways are those highways maintained by the State but which are not marked. At December 31, 1965, the State System contained the following mileage:

System	Mileages		Total Miles
	Rural	Municipal	
Primary.....	10,669.95	2,203.90	12,873.85
Supplementary.....	2,391.05	956.85	3,347.90
Total.....	13,061.00	3,160.75	16,221.75



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The *County System* includes all highways maintained by the county and extensions of these routes into incorporated areas which have been designated by the county board and approved by the Division of Highways as county highway extensions. The total designated rural county highway mileage of 16,587.40 contains 326.61 miles on new locations not presently coincident with any exiting road. The net rural mileage at December 31, 1965, was 16,260.79 with 691.13 additional miles of extensions into municipal areas making a total existing mileage in the county system of 16,951.92.

The *Township and Road District System* consists of all rural public roads not a part of the State, county, or municipal street systems. In general these roads are under the jurisdiction of the townships and road districts. At December 31, 1965, this system included 73,233.10 miles.

The *Municipal Street System* includes all streets maintained by municipalities and not a part of the State or county system. These consisted of 22,254.06 miles at the end of 1965.

Table 40 summarizes the rural and municipal mileage in each of the systems for each county.

In the following tabulation the rural mileage by surface type is shown for 1940, 1950, and annually since 1960.

Year	Miles of Rural Highways by Surface Type			
	Paved	Low Type	Earth	Total
1940.....	11, 943.7	65, 927.7	26, 755.9	104, 627.3
1950.....	12, 166.3	75, 540.8	15, 712.2	103, 419.3
1960.....	12, 429.5	81, 098.7	8, 660.8	102, 189.0
1961.....	12, 569.9	81, 275.7	8, 392.8	102, 238.4
1962.....	12, 675.8	81, 389.0	8, 213.4	102, 278.2
1963.....	12, 735.3	81, 809.0	7, 794.6	102, 338.9
1964.....	12, 872.5	82, 116.3	7, 534.0	102, 522.8
1965.....	12, 936.7	82, 257.3	7, 360.9	102, 554.9

The total miles of rural highways varies each year because of changes in corporate limits, development of subdivisions, abandonments and relocations caused by new alignments, abandonments from disuse, and new construction. The change in mileage of surfaces shown in the preceding tabulation shows an increase in low type surfaced roads and a corresponding decrease in earth roads.

County maps of the general highway series are being redrafted on the polyconic projection using data obtained from aerial photographs and field inventory surveys. These maps were revised to show changes in surface type for rural highways and for changes in corporate limits of municipalities as reported by the districts for 1965.



TABLE 40.—MILEAGE OF HIGHWAYS AND STREETS, DECEMBER 31, 1965.

Highway System																
County	Area	State			County				Township and Road District and Municipal Street				All Mileage			
		Primary		Total	Supplementary		Total	County		Total	Earth	Total				
		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>							
Adams.....	Rural.....	130.87	1.32	132.19	9.97	3.71	13.68	.....	372.57	.....	372.57	.....	945.42	93.34	1,040.76	1,559.20
Alexander.....	Municipal...	13.64	1.09	14.73	3.91	.....	3.91	.....	7.49	.....	7.49	.....	45.41	13.67	163.99	190.12
	Rural.....	36.06	12.89	48.95	2.04	0.70	2.74	0.02	69.69	.....	69.71	.....	226.70	19.34	246.04	367.44
Bond.....	Municipal...	5.35	1.87	7.22	1.12	0.18	1.30	.....	1.59	.....	1.59	.....	14.94	13.46	44.22	54.33
	Rural.....	69.11	.....	69.11	9.98	0.16	10.14	0.18	116.76	.....	116.94	.....	441.47	78.29	520.73	716.92
Boone.....	Municipal...	10.63	.....	10.63	3.43	.....	3.43	0.03	1.03	.....	1.06	.....	77.30	3.62	84.48	99.60
	Rural.....	55.61	.....	55.61	0.47	0.02	0.49	0.44	86.32	.....	86.76	.....	379.93	4.27	384.63	527.49
Brown.....	Municipal...	5.47	.....	5.47	.....	.....	.....	.....	1.75	.....	1.75	.....	54.52	1.95	60.34	67.56
	Rural.....	27.94	17.84	45.78	3.32	0.43	3.75	.....	74.38	.....	74.38	.....	317.00	62.97	379.97	503.88
Bureau.....	Municipal...	3.39	0.58	3.97	0.86	0.04	0.90	.....	0.66	.....	0.66	.....	19.26	4.58	24.68	30.21
	Rural.....	193.93	2.76	196.69	20.66	0.18	20.84	0.01	314.23	.....	314.24	.....	987.54	41.12	1,028.70	1,560.47
Calhoun.....	Municipal...	19.79	.....	19.79	2.91	0.78	3.69	.....	6.80	.....	6.80	.....	135.04	26.17	175.65	205.93
	Rural.....	23.00	6.98	29.98	0.11	3.16	3.27	.....	58.05	.....	58.05	.....	219.15	28.37	247.52	338.82
Carroll.....	Municipal...	2.70	0.95	3.65	0.30	0.70	1.00	.....	0.99	.....	0.99	.....	15.84	4.99	20.83	26.47
	Rural.....	88.80	.....	88.80	10.83	0.07	10.90	.....	127.99	.....	127.99	.....	478.30	48.85	528.47	756.16
Cass.....	Municipal...	11.82	.....	11.82	0.79	.....	0.79	.....	1.19	.....	1.19	.....	65.47	5.58	78.88	92.68
	Rural.....	48.15	.....	48.15	1.98	0.08	2.06	2.05	85.69	0.02	87.76	.....	321.16	72.27	393.86	531.83
Champaign....	Municipal...	5.19	.....	5.19	0.70	.....	0.70	.....	1.51	.....	1.51	.....	45.50	7.91	72.90	80.30
	Rural.....	173.07	0.27	173.34	213.11	1.23	214.34	.....	78.10	.....	78.10	.....	1,394.15	132.04	1,537.87	2,003.65
Christian.....	Municipal...	25.89	0.07	25.96	16.94	.....	16.94	0.04	1.85	.....	1.89	.....	228.41	11.47	311.94	356.73
	Rural.....	85.73	.....	85.73	24.24	.....	24.24	0.22	133.19	.....	133.41	.....	1,044.63	100.69	1,147.56	1,390.94
Clark.....	Municipal...	16.40	.....	16.40	4.43	.....	4.43	0.53	9.03	.....	9.56	.....	137.61	5.39	163.62	194.01
	Rural.....	66.55	.....	66.55	15.09	0.96	16.05	0.84	159.33	1.05	161.22	.....	690.24	83.65	774.08	1,017.90
Clay.....	Municipal...	3.73	.....	3.73	4.79	.....	4.79	0.06	0.59	.....	0.65	.....	60.21	3.63	72.84	82.01
	Rural.....	43.60	.....	43.60	1.65	24.96	26.61	.....	130.87	.....	130.87	.....	571.03	146.08	717.11	918.19
Clinton.....	Municipal...	4.49	.....	4.49	2.16	1.07	3.23	.....	1.76	.....	1.76	.....	52.03	3.71	68.70	78.18
	Rural.....	85.51	.....	85.51	17.34	0.24	17.58	0.11	106.76	0.49	107.36	.....	514.07	82.61	597.02	807.47
Coles.....	Municipal...	10.08	.....	10.08	1.17	0.03	1.20	0.25	2.58	.....	2.83	.....	161.53	5.53	185.86	199.97
	Rural.....	88.25	.....	88.25	46.50	16.43	62.93	18.26	102.37	.....	120.63	.....	699.72	42.08	758.17	1,029.98
	Municipal...	14.55	.....	14.55	2.82	0.18	3.00	0.86	0.36	.....	1.22	.....	109.51	2.57	151.15	169.92



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Cook.....	Rural.....	284.84	.....	284.84	211.98	5.08	217.06	35.72	306.54	0.54	342.80	10.75	594.54	16.12	621.41	1,466.11
	Municipal..	588.14	6.39	594.53	567.90	6.37	574.27	79.23	159.28	0.62	239.13	3,743.38	1,893.89	365.20	6,002.47	7,410.40
Crawford.....	Rural.....	48.65	.....	48.65	8.14	2.73	10.87	.....	152.54	.....	152.54	0.67	616.43	31.22	648.32	860.38
	Municipal..	3.89	.....	3.89	1.55	0.20	1.75	.....	1.38	.....	1.38	13.43	71.96	4.26	89.65	96.67
Cumberland....	Rural.....	67.19	.....	67.19	3.19	7.84	11.03	.....	105.23	.....	105.23	.....	441.11	108.23	549.34	732.79
	Municipal..	7.39	.....	7.39	2.08	0.11	2.19	.....	2.36	.....	2.36	0.25	32.17	4.19	36.61	48.55
DeKalb.....	Rural.....	98.30	.....	98.30	8.58	0.28	8.86	1.16	163.62	.....	164.78	0.29	804.58	19.76	824.63	1,096.57
	Municipal..	17.78	.....	17.78	1.00	.....	1.00	.....	3.13	.....	3.13	30.31	118.41	12.61	161.33	183.24
DeWitt.....	Rural.....	81.59	.....	81.59	0.07	2.61	2.68	0.07	91.03	.....	91.10	.....	548.40	36.60	585.00	760.37
	Municipal..	7.19	.....	7.19	0.95	.....	0.95	.....	1.94	.....	1.94	8.45	68.63	4.81	81.89	91.97
Douglas.....	Rural.....	80.85	.....	80.85	21.92	.....	21.92	3.41	78.16	.....	81.57	5.96	589.39	36.96	632.31	816.65
	Municipal..	4.16	.....	4.16	2.74	.....	2.74	.....	0.24	.....	0.24	21.40	77.72	3.20	102.32	109.46
DuPage.....	Rural.....	136.26	.....	136.46	20.33	0.05	20.38	2.55	164.64	0.13	167.32	5.17	669.81	9.06	684.04	1,008.20
	Municipal..	54.22	.....	54.22	19.94	.....	19.94	0.34	35.22	.....	35.56	140.98	531.77	94.33	767.08	876.80
Edgar.....	Rural.....	101.03	.....	101.03	15.67	0.52	16.19	6.11	135.39	.....	141.50	10.84	846.74	36.94	894.52	1,153.24
	Municipal..	9.47	.....	9.47	1.70	.....	1.70	.....	1.76	.....	1.76	15.32	68.04	6.58	89.94	102.87
Edwards.....	Rural.....	32.28	.....	32.28	2.87	2.91	5.78	0.28	66.79	.....	67.07	0.24	250.81	55.70	306.75	411.88
	Municipal..	2.83	.....	2.83	1.12	0.79	1.91	.....	1.40	.....	1.40	6.85	31.18	6.64	44.67	50.81
Effingham.....	Rural.....	121.34	.....	121.34	3.09	16.57	19.66	0.13	145.98	.....	146.11	0.01	587.34	118.20	705.55	992.66
	Municipal..	13.19	.....	13.38	1.05	1.70	2.75	.....	1.65	.....	1.65	7.91	89.56	8.63	106.10	123.88
Fayette.....	Rural.....	105.40	.....	114.26	2.91	1.70	4.61	.....	156.44	2.30	158.74	0.16	913.63	205.40	1,119.19	1,396.80
	Municipal..	10.04	.....	10.04	0.50	.....	0.50	.....	3.38	.....	3.38	6.60	73.08	3.36	83.04	96.96
Ford.....	Rural.....	123.09	.....	123.09	4.35	.....	4.35	.....	116.29	0.50	116.79	.....	606.56	104.92	711.48	955.71
	Municipal..	5.66	.....	5.66	0.82	.....	0.82	.....	0.94	.....	0.94	12.52	57.10	3.98	73.60	81.02
Franklin.....	Rural.....	111.51	.....	111.51	12.14	0.02	12.16	1.30	154.67	.....	155.97	1.27	581.36	33.69	616.32	895.96
	Municipal..	22.03	.....	22.03	1.23	.....	1.23	.....	5.83	.....	5.83	21.50	141.58	86.80	249.88	278.97
Fulton.....	Rural.....	190.09	.....	190.09	16.91	0.40	17.31	1.45	232.59	0.32	234.36	1.59	834.74	101.06	937.39	1,379.15
	Municipal..	14.27	.....	14.27	1.92	1.56	3.48	0.02	0.63	.....	0.65	41.32	113.04	17.29	171.65	190.05
Gallatin.....	Rural.....	42.92	.....	42.92	1.44	.....	1.44	.....	100.79	1.34	102.13	.....	273.14	61.52	334.66	481.15
	Municipal..	4.55	.....	4.55	2.44	.....	2.44	.....	1.57	.....	1.57	.....	33.29	16.36	49.65	58.21
Greene.....	Rural.....	66.71	.....	66.90	0.53	21.68	22.21	0.24	149.74	.....	149.98	.....	558.99	56.32	615.31	854.40
	Municipal..	8.89	.....	8.89	0.13	1.41	1.54	.....	3.53	.....	3.53	0.71	69.30	17.67	87.68	101.64
Grundy.....	Rural.....	89.28	.....	89.28	13.84	0.40	14.24	0.16	127.69	.....	127.85	0.45	488.49	37.82	526.76	758.13
	Municipal..	8.80	.....	8.80	1.94	.....	1.94	.....	2.52	.....	2.52	12.90	49.89	22.05	84.84	98.10
Hamilton.....	Rural.....	51.62	.....	51.62	.....	.....	.....	.....	131.99	2.35	134.34	.....	508.14	195.60	703.74	889.70
	Municipal..	5.42	.....	5.42	.....	.....	.....	.....	2.17	.....	2.17	.....	26.99	8.71	37.52	45.11
Hancock.....	Rural.....	115.08	.....	115.08	5.44	.....	5.44	0.39	191.10	0.07	191.56	0.27	1,007.66	110.26	1,118.19	1,430.27
	Municipal..	17.65	.....	18.21	2.75	.....	2.75	.....	1.58	.....	1.58	27.31	75.79	56.10	159.20	181.74
Hardin.....	Rural.....	31.44	.....	32.40	0.19	1.24	1.43	.....	38.16	.....	38.16	.....	177.21	10.13	187.34	259.33
	Municipal..	2.13	.....	2.97	.....	0.52	0.52	.....	0.39	.....	0.39	0.99	17.91	3.92	22.82	26.70
Henderson.....	Rural.....	69.54	.....	77.87	4.06	3.84	7.90	0.12	81.10	.....	81.22	0.48	354.69	83.24	438.41	605.40
	Municipal..	5.78	.....	8.22	0.12	0.20	0.32	0.01	0.90	.....	0.91	23.43	3.62	19.20	46.25	55.70
Henry.....	Rural.....	206.02	.....	206.02	56.92	1.19	58.11	0.34	153.12	.....	153.46	0.33	1,008.58	57.24	1,066.15	1,483.74
	Municipal..	17.38	.....	17.38	2.14	0.08	2.22	0.14	2.44	.....	2.58	38.52	166.23	8.10	212.85	235.03
Iroquois.....	Rural.....	172.38	.....	172.38	195.63	1.33	196.96	6.41	327.78	.....	334.19	0.63	1,310.34	188.87	1,499.84	2,203.37
	Municipal..	14.05	.....	14.09	6.31	.....	6.31	.....	3.73	0.11	3.84	13.16	120.94	16.90	151.00	175.24
Jackson.....	Rural.....	101.08	.....	120.86	11.21	2.94	14.15	0.05	159.23	.....	159.28	0.21	549.02	101.30	650.53	944.82
	Municipal..	13.32	.....	14.59	0.66	1.34	2.00	.....	2.35	.....	2.35	29.57	111.60	19.75	160.92	179.86



TABLE 40.—Continued.

Highway System																	
County	Area	State					County					Township and Road District and Municipal Street					All Mileage
		Primary		Supplementary			Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Earth	Total	Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Earth	Total			
		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Total	Paved <sup>1</sup>	Low Type Surface <sup>2</sup>									Total		
Jasper.....	Rural..... Municipal..	54.29 5.34	..... .....	54.29 5.34	4.33 0.79	..... .....	4.33 0.79	..... .....	..... .....	..... .....	183.64 5.03	..... .....	..... .....	..... .....	212.28 9.45	773.42 36.54	1,015.68 47.70
Jefferson.....	Rural..... Municipal..	77.03 12.58	..... .....	77.03 12.58	11.36 .....	1.09 .....	12.45 .....	..... .....	..... .....	..... .....	253.31 6.64	2.49 .....	..... .....	..... .....	169.01 7.53	876.28 119.81	1,221.56 139.27
Jersey.....	Rural..... Municipal..	63.27 7.50	14.36 .....	77.63 7.50	7.67 2.65	8.28 .....	15.95 2.65	..... .....	..... .....	..... .....	104.24 2.27	..... .....	..... .....	..... .....	39.31 4.75	402.13 69.58	600.02 82.00
JoDavies.....	Rural..... Municipal..	77.40 9.61	..... .....	77.40 9.61	2.07 0.03	5.27 .....	7.34 0.03	..... .....	..... .....	..... .....	167.38 4.57	..... .....	..... .....	..... .....	15.25 19.11	620.50 90.46	872.62 104.67
Johnson.....	Rural..... Municipal..	61.85 8.05	9.18 1.01	71.03 9.06	..... 0.30	2.61 1.29	2.61 1.59	..... .....	..... .....	..... .....	67.79 0.73	..... .....	..... .....	..... .....	92.27 14.84	324.05 35.31	465.61 46.69
Kane.....	Rural..... Municipal..	163.94 71.01	..... .....	163.94 71.01	24.30 6.82	..... 0.39	24.30 7.21	..... .....	..... .....	..... .....	296.74 21.38	..... .....	..... .....	..... .....	6.34 36.77	541.81 512.11	1,027.47 612.45
Kankakee.....	Rural..... Municipal..	141.80 14.33	2.78 .....	144.58 14.33	34.23 2.76	0.77 .....	35.00 2.76	..... .....	..... .....	..... .....	234.13 8.90	1.73 .....	..... .....	..... .....	149.77 16.03	908.84 142.64	1,324.28 168.63
Kendall.....	Rural..... Municipal..	93.84 6.51	..... .....	93.84 6.51	0.23 .....	0.59 0.11	0.82 0.11	..... .....	..... .....	..... .....	112.99 0.87	..... .....	..... .....	..... .....	4.87 7.89	375.28 65.18	583.15 72.67
Knox.....	Rural..... Municipal..	132.47 21.07	..... .....	132.47 21.07	4.15 2.09	0.05 .....	4.20 2.09	..... .....	..... .....	..... .....	252.03 2.69	..... .....	..... .....	..... .....	83.09 15.10	875.62 189.63	1,265.69 215.53
Lake.....	Rural..... Municipal..	234.95 114.63	0.47 2.65	235.42 117.28	25.60 21.33	0.96 0.82	26.56 22.15	..... .....	..... .....	..... .....	186.07 43.90	..... .....	..... .....	..... .....	12.16 198.51	648.39 1,016.95	1,097.26 1,200.41
LaSalle.....	Rural..... Municipal..	281.44 30.93	..... .....	281.44 30.93	24.69 5.71	1.62 0.17	26.31 5.88	..... .....	..... .....	..... .....	367.68 6.08	..... .....	..... .....	..... .....	86.45 40.34	1,496.52 343.78	2,173.40 386.86
Lawrence.....	Rural..... Municipal..	64.69 5.23	..... .....	64.69 5.23	7.72 0.81	1.14 .....	8.86 0.81	..... .....	..... .....	..... .....	130.42 0.55	..... .....	..... .....	..... .....	45.96 7.28	527.95 64.42	732.06 71.51
Lee.....	Rural..... Municipal..	125.33 7.99	..... .....	125.33 7.99	33.05 2.18	0.51 .....	33.56 2.18	..... .....	..... .....	..... .....	197.46 2.03	..... .....	..... .....	..... .....	86.50 12.05	915.58 116.14	1,273.01 128.49
Livingston.....	Rural..... Municipal..	174.89 11.64	..... .....	174.89 11.64	25.27 6.31	8.89 .....	34.16 6.31	..... .....	..... .....	..... .....	249.85 0.87	0.99 .....	..... .....	..... .....	161.20 12.10	1,616.81 189.70	2,077.14 208.52
Logan.....	Rural..... Municipal..	115.09 9.58	..... .....	115.09 9.58	6.73 2.65	1.40 0.22	8.13 2.87	..... .....	..... .....	..... .....	173.48 4.90	0.09 .....	..... .....	..... .....	26.71 9.15	794.59 124.28	1,091.42 141.67



PLANNING

McDonough...	Rural.....	92.87	.....	92.87	0.66	.....	0.66	.....	0.59	186.95	2.28	189.82	1.83	767.74	65.75	835.32	1,118.67
McHenry.....	Municipal..	9.59	.....	9.59	.....	.....	.....	.....	.....	2.34	.....	2.34	76.11	6.36	18.30	100.77	112.70
	Rural.....	175.51	.....	175.51	6.39	0.08	6.47	1.20	1.20	193.52	.....	194.72	1.94	912.26	4.27	918.47	1,295.17
	Municipal..	27.55	.....	27.55	1.08	0.04	1.12	0.02	0.02	3.98	.....	4.00	25.01	233.84	45.05	303.90	336.57
McLean.....	Rural.....	257.11	.....	257.11	16.55	1.37	17.92	0.50	0.50	422.15	.....	422.65	0.09	1,396.81	98.58	1,495.48	2,193.16
	Municipal..	21.05	.....	21.05	4.44	0.28	4.72	1.06	1.06	15.76	.....	16.82	73.56	195.83	29.11	298.50	341.09
Macon.....	Rural.....	94.75	.....	94.75	5.92	.....	5.92	2.25	2.25	223.30	.....	225.55	0.63	826.63	25.13	852.39	1,178.61
	Municipal..	34.64	.....	34.64	3.24	.....	3.24	4.99	4.99	9.92	.....	14.91	87.37	206.32	4.90	298.59	351.38
Macoupin.....	Rural.....	138.35	0.15	138.50	25.01	14.32	39.33	1.04	1.04	204.15	.....	205.19	0.07	1,005.51	90.96	1,096.54	1,479.56
	Municipal..	25.01	.....	25.01	7.04	1.78	8.82	.....	.....	3.10	.....	3.10	8.74	262.18	10.43	281.35	318.28
Madison.....	Rural.....	262.70	.....	262.70	74.53	4.84	79.37	9.90	9.90	170.28	0.32	180.50	23.50	911.56	32.87	967.93	1,490.50
	Municipal..	56.56	.....	56.56	22.70	.....	22.70	1.77	1.77	1.05	.....	2.82	142.69	470.53	9.71	622.93	705.01
Marion.....	Rural.....	72.97	.....	72.97	8.31	16.02	24.33	1.54	1.54	230.30	.....	231.84	0.79	679.29	172.25	852.33	1,181.47
	Municipal..	19.38	.....	19.38	1.34	0.33	1.67	0.23	0.23	2.61	0.01	2.85	21.90	181.96	8.86	212.72	236.62
Marshall.....	Rural.....	78.64	12.30	90.94	4.36	0.33	4.69	.....	.....	105.99	.....	105.99	.....	427.25	27.78	455.03	656.65
	Municipal..	7.19	1.52	8.71	0.17	.....	0.17	.....	.....	0.37	.....	0.37	3.86	59.63	5.07	68.56	77.81
Mason.....	Rural.....	80.48	.....	80.48	7.97	0.06	8.03	2.77	2.77	131.18	4.13	138.08	0.31	468.26	174.96	643.53	870.12
	Municipal..	5.52	.....	5.52	1.46	.....	1.46	0.67	0.67	3.31	.....	3.98	10.04	60.02	10.65	80.71	91.67
Massac.....	Rural.....	31.22	3.78	35.00	0.08	1.06	1.14	.....	.....	71.07	.....	71.07	.....	294.35	16.72	311.07	418.28
	Municipal..	3.63	.....	3.63	0.06	.....	0.06	.....	.....	2.13	.....	2.13	9.38	31.71	5.35	46.44	52.26
Menard.....	Rural.....	44.57	.....	44.57	5.17	1.26	6.43	.....	.....	83.73	.....	83.73	.....	370.88	27.64	398.52	533.25
	Municipal..	3.75	.....	3.75	1.13	.....	1.13	.....	.....	1.62	.....	1.62	1.52	41.67	2.49	45.68	52.18
Mercer.....	Rural.....	66.96	.....	66.96	10.15	.....	10.15	0.29	0.29	148.30	.....	148.59	0.19	638.89	91.36	730.44	956.14
	Municipal..	5.78	.....	5.78	1.19	.....	1.19	.....	.....	5.08	.....	5.08	48.33	17.71	15.61	81.65	93.70
Monroe.....	Rural.....	48.71	0.06	48.77	2.78	3.49	6.27	0.11	0.11	74.35	0.63	75.09	0.02	395.87	41.10	436.99	567.12
	Municipal..	6.65	.....	6.65	2.27	0.04	2.31	.....	.....	.....	.....	.....	0.05	49.64	2.98	52.67	61.63
Montgomery...	Rural.....	85.94	5.44	91.38	19.19	0.01	19.20	0.33	0.33	184.19	0.07	184.59	0.73	909.75	107.58	1,018.06	1,313.23
	Municipal..	16.45	.....	16.45	2.98	0.02	3.00	0.09	0.09	7.34	.....	7.43	9.96	204.21	7.46	221.63	248.51
Morgan.....	Rural.....	100.64	.....	100.64	12.12	3.74	15.86	.....	.....	165.62	.....	165.62	.....	632.05	90.57	722.62	1,004.74
	Municipal..	13.11	.....	13.11	1.56	0.88	2.44	.....	.....	2.08	.....	2.08	28.35	96.62	6.43	131.40	149.03
Moultrie.....	Rural.....	68.01	.....	68.01	20.05	.....	20.05	.....	.....	52.72	.....	52.72	0.10	500.79	27.34	528.23	669.01
	Municipal..	5.83	.....	5.83	0.76	.....	0.76	.....	.....	0.65	.....	0.65	5.59	70.11	1.13	76.83	84.07
Ogle.....	Rural.....	157.39	.....	157.39	5.03	4.88	9.91	.....	.....	273.59	.....	273.59	0.04	881.92	35.70	917.66	1,358.55
	Municipal..	12.64	.....	12.64	.....	.....	.....	.....	.....	1.78	.....	1.78	24.50	69.64	15.08	109.22	123.64
Peoria.....	Rural.....	147.57	.....	147.57	26.69	0.55	27.24	1.69	1.69	298.35	.....	300.04	4.95	584.45	48.72	638.12	1,112.97
	Municipal..	55.33	.....	55.33	17.15	0.29	17.44	0.14	0.14	23.31	.....	23.45	327.68	23.91	23.16	374.75	470.97
Perry.....	Rural.....	84.13	.....	84.13	1.17	.....	1.17	0.09	0.09	131.44	.....	131.53	.....	404.17	91.17	495.34	712.17
	Municipal..	9.12	.....	9.12	0.14	.....	0.14	.....	.....	0.07	.....	0.07	9.40	74.70	6.50	90.60	99.93
Piatt.....	Rural.....	70.90	.....	70.90	41.09	.....	41.09	.....	.....	71.44	.....	71.44	0.58	595.22	47.05	642.85	826.28
	Municipal..	3.71	.....	3.71	4.35	0.06	4.41	.....	.....	1.18	.....	1.18	12.66	69.40	1.92	83.98	93.28
Pike.....	Rural.....	115.04	24.05	139.09	7.23	3.92	11.15	.....	.....	154.79	0.81	155.60	.....	918.03	97.97	1,016.00	1,321.84
	Municipal..	10.29	2.87	13.16	1.41	.....	1.41	0.07	0.07	7.22	.....	7.29	9.54	57.96	30.23	97.73	119.59
Pope.....	Rural.....	48.50	2.56	51.06	0.16	0.27	0.43	.....	.....	37.59	.....	37.59	0.09	291.67	65.23	356.99	446.07
	Municipal..	1.10	.....	1.10	.....	.....	.....	.....	.....	1.02	.....	1.02	.....	7.37	6.30	13.67	15.79
Pulaski.....	Rural.....	34.62	2.11	36.73	1.99	.....	1.99	0.10	0.10	45.18	.....	45.28	0.80	205.46	31.08	237.34	321.34
	Municipal..	7.94	0.26	8.20	0.22	.....	0.22	0.03	0.03	1.58	.....	1.61	0.39	34.40	13.91	48.70	58.73
Putnam.....	Rural.....	39.03	11.25	50.28	1.78	0.08	1.86	.....	.....	38.38	.....	38.38	.....	178.84	11.52	190.36	280.88
	Municipal..	1.24	.....	1.24	.....	.....	.....	.....	.....	0.55	.....	0.55	0.69	24.78	7.96	33.43	35.22



TABLE 40.—Concluded.

Highway System															
County	Area	State				County				Township and Road District and Municipal Street				All Mileage	
		Primary		Supplementary		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Earth	Total	Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Earth	Total		
		Paved <sup>1</sup>	Low Type Surface <sup>2</sup>	Total	Paved <sup>1</sup>										Low Type Surface <sup>2</sup>
Randolph.....	Rural.....	102.29	.....	102.29	6.58	8.42	15.00	0.55	159.36	2.69	.....	.....	.....	630.89	910.78
Richland.....	Municipal..	20.16	.....	20.16	3.66	0.72	4.38	.....	2.29	.....	.....	.....	.....	146.81	173.64
	Rural.....	45.62	.....	45.62	0.80	.....	0.80	.....	137.73	.....	.....	.....	.....	603.43	787.58
Municipal..	.....	7.25	.....	7.25	0.40	.....	0.40	.....	2.87	.....	.....	.....	.....	76.23	86.75
	Rural.....	108.06	.....	108.06	46.45	0.10	46.55	0.02	171.97	.....	.....	.....	.....	423.91	750.51
Rock Island....	Municipal..	47.35	0.03	47.38	21.70	0.03	21.73	1.57	6.76	.....	.....	.....	.....	363.28	440.72
	Rural.....	199.30	.....	199.30	25.36	2.27	27.63	24.90	188.77	0.35	.....	.....	.....	788.85	1,229.80
St. Clair.....	Municipal..	80.23	.....	80.23	24.51	.....	24.51	4.60	18.71	0.02	.....	.....	.....	716.41	844.48
	Rural.....	83.59	.....	83.59	4.47	2.79	7.26	2.02	132.75	1.98	.....	.....	.....	540.68	768.28
Saline.....	Municipal..	8.70	.....	8.70	0.85	.....	0.85	0.05	5.07	.....	.....	.....	.....	111.31	125.98
	Rural.....	190.50	.....	190.50	52.05	2.85	54.90	0.31	248.82	.....	.....	.....	.....	1,144.52	1,639.05
Sangamon.....	Municipal..	35.77	.....	35.77	13.40	0.13	13.53	1.74	9.80	.....	.....	.....	.....	366.24	427.08
	Rural.....	81.76	7.50	89.26	20.59	0.48	21.07	.....	95.06	0.40	.....	.....	.....	558.23	764.02
Schuyler.....	Municipal..	2.56	0.70	3.26	1.42	.....	1.42	.....	0.90	.....	.....	.....	.....	21.66	27.24
	Rural.....	37.68	.....	37.68	3.95	7.85	11.80	.....	65.10	.....	.....	.....	.....	287.06	401.64
Scott.....	Municipal..	4.22	.....	4.22	0.42	.....	0.42	0.01	4.12	.....	.....	.....	.....	29.09	37.86
	Rural.....	88.73	.....	88.73	3.32	.....	3.32	.....	224.89	0.99	.....	.....	.....	1,225.36	1,543.29
Shelby.....	Municipal..	5.97	.....	5.97	1.15	1.28	2.43	.....	2.57	.....	.....	.....	.....	117.12	128.09
	Rural.....	63.09	.....	63.09	2.98	0.01	2.99	0.93	104.25	.....	.....	.....	.....	362.26	533.52
Stark.....	Municipal..	4.02	.....	4.02	.....	.....	.....	.....	0.07	.....	.....	.....	.....	24.76	28.85
	Rural.....	76.73	.....	76.73	0.94	0.23	1.17	0.15	210.15	0.19	.....	.....	.....	810.07	1,098.46
Stephenson....	Municipal..	14.10	.....	14.10	1.59	.....	1.59	2.23	4.62	.....	.....	.....	.....	116.16	138.70
	Rural.....	118.93	1.51	120.44	7.38	.....	7.38	1.06	178.80	.....	.....	.....	.....	873.64	1,181.32
Tazewell.....	Municipal..	37.71	.....	37.71	6.51	0.04	6.55	.....	3.33	.....	.....	.....	.....	262.45	310.04
	Rural.....	70.07	15.48	85.55	0.18	.....	0.18	0.24	107.74	.....	.....	.....	.....	443.60	637.31
Union.....	Municipal..	6.70	3.14	9.84	.....	0.73	0.73	.....	2.23	.....	.....	.....	.....	53.84	66.64
	Rural.....	135.41	.....	135.41	236.65	1.51	238.16	1.20	34.62	.....	.....	.....	.....	1,267.48	1,676.87
Vermilion.....	Municipal..	23.34	.....	23.34	10.60	0.02	10.62	.....	1.21	0.03	.....	.....	.....	321.77	356.97
	Rural.....	34.65	.....	34.65	2.56	0.18	2.74	.....	73.85	.....	.....	.....	.....	291.43	402.67
Wabash.....	Municipal..	4.84	.....	4.84	0.83	.....	0.83	.....	1.00	.....	.....	.....	.....	43.45	50.12
	Rural.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Warren.....	Rural.....	87.42	.....	87.42	4.39	0.09	4.48	0.22	170.03	.....	170.25	1.29	677.82	87.17	766.28	1,028.43
Municipal..	7.14	.....	0.93	.....	0.93	.....	0.93	.....	2.12	.....	2.12	48.64	10.23	1.69	60.56	70.75
Washington....	Rural.....	106.40	.....	106.40	3.58	19.71	23.29	0.04	116.67	2.12	118.83	.....	507.05	159.13	666.18	914.70
Municipal..	9.55	.....	0.92	9.55	0.92	0.57	1.49	.....	1.76	0.31	2.07	0.73	79.84	8.72	89.29	102.40
Wayne.....	Rural.....	60.06	0.02	60.08	3.85	0.92	4.77	.....	221.07	3.77	224.84	.....	853.17	241.33	1,094.50	1,384.19
Municipal..	6.63	0.64	0.09	7.27	0.09	0.01	0.10	.....	3.16	.....	3.16	3.36	62.24	7.52	73.12	83.65
White.....	Rural.....	80.33	.....	80.33	0.61	0.06	0.67	.....	162.10	2.49	164.59	.....	650.70	136.55	787.25	1,032.84
Municipal..	8.42	.....	0.33	8.42	0.33	.....	0.33	.....	2.03	.....	2.03	11.15	65.43	8.18	84.76	95.54
Whiteside....	Rural.....	133.20	0.20	133.40	32.79	9.36	42.15	7.24	208.87	1.16	217.27	2.41	751.80	52.28	806.49	1,199.31
Municipal..	19.94	0.04	0.32	19.98	0.32	0.17	0.49	0.24	1.01	.....	1.25	44.36	135.27	10.82	190.45	212.17
Will.....	Rural.....	235.76	0.10	235.86	46.28	9.47	55.75	2.15	267.25	1.08	270.48	1.66	1,137.13	61.81	1,200.60	1,762.69
Municipal..	49.40	0.40	22.24	49.80	22.24	.....	22.24	0.05	11.11	.....	11.16	39.07	422.71	45.84	507.62	590.82
Williamson....	Rural.....	86.61	.....	86.61	27.31	.....	27.31	18.78	83.55	.....	102.33	11.26	560.45	46.71	618.42	834.67
Municipal..	12.90	.....	2.95	12.90	2.95	.....	2.95	0.86	.....	.....	0.86	34.09	147.06	43.08	224.23	240.94
Winnebago....	Rural.....	129.64	2.07	131.71	56.38	1.22	57.60	14.37	302.89	.....	317.26	7.24	565.67	33.81	606.72	1,113.29
Municipal..	36.88	0.09	15.45	36.97	15.45	0.29	15.74	2.71	6.48	.....	9.19	140.01	341.42	21.25	502.68	564.58
Woodford.....	Rural.....	100.63	14.18	114.81	2.94	1.54	4.48	2.01	144.31	0.59	146.91	0.29	661.42	38.49	700.20	966.40
Municipal..	9.65	0.42	2.17	10.07	2.17	.....	2.17	.....	1.17	.....	1.17	12.69	79.84	12.26	104.79	118.20
Total.....	Rural.....	10,460.02	209.93	10,669.95	2,106.87	284.18	2,391.05	187.05	16,033.28	40.46	16,260.79	182.74	65,729.96	7,320.40	73,233.10	102,554.89
Total.....	Municipal..	2,173.84	30.06	2,203.90	928.88	27.97	956.85	106.68	583.35	1.10	691.13	7,331.89	12,957.98	1,964.19	22,254.06	26,105.94
Grand Total....	.....	12,633.86	239.99	12,873.85	3,035.75	312.15	3,347.90	293.73	16,616.63	41.56	16,951.92	7,514.63	78,687.94	9,284.59	95,487.16	128,660.83

Note: The Mileage of Illinois Tollways exclusive of ramps, which are included in this table, follows:

County	Rural	Municipal	Total
Boone.....	12.78	—	12.78
Cook.....	44.86	43.03	87.89
DuPage.....	16.22	3.36	19.58
Kane.....	21.65	0.63	22.28
Lake.....	22.94	1.50	24.44
McHenry.....	9.01	—	9.01
Rock Island	.....	.....	.....
(Memorial Bridge)..	0.39	0.35	0.74
Winnebago.....	15.89	—	15.89
Total.....	143.74	48.87	192.61

<sup>1</sup> Paved surface includes block, brick, portland cement concrete, and high-type bituminous.  
<sup>2</sup> Low-type surface includes low-type bituminous, gravel or stone, and oiled earth.



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The 1965 series of general highway maps includes all counties which have been redrafted except for Cass, Hancock, and Henderson Counties. They have been revised to show the latest reinventory survey data.

Supplementary maps have been drawn for 16 counties; for all townships in DuPage and Lake Counties; and for the six townships in the east range for Kane County.

Other work accomplished by the Road Inventory Unit consisted of preparing and publishing the *Illinois Official Highway Map*; and revising and printing maps showing the Federal-aid systems, the State primary highway system, the progress of interchange construction, the pavement widths on primary highways, and maps revised monthly to give the status of interstate highway construction.

The *1965 Traffic Maps* were prepared showing the total traffic, the commercial traffic, and the tractor-truck semitrailer traffic for the year.

Six *City Maps* were completed during the year which made a total of 54 city maps now available. Because some of these maps show more than one city, 71 cities are contained in the 54 maps.

A report was also compiled for the Department of Defense giving the critical clearances for structures on through traffic routes.

(b) *Traffic Studies*.—Current and future traffic data are necessary for efficient planning of a highway system, for determining the location and design of a specific highway, and for effective operation of highway facilities. The Traffic Studies Unit collects, compiles, analyzes, and projects traffic data pertaining to the volume, type, and weight of vehicles traveling on streets and highways in Illinois.

The measure of use of a highway is given in traffic volumes. These data are usually presented in ADT (average daily traffic) on traffic flow maps. Information for State and county highways and for municipal streets is compiled, revised, and shown periodically on traffic maps.

Traffic volume information is obtained by employing a sampling process of taking counts. A combination of mechanical and manual methods of counting is used, but the bulk of counts is made by machines. Continuous and regularly scheduled counts made at permanent locations are used to determine hourly, daily, seasonal, and longer term trends in traffic flow. Short counts (8, 24, and 48-hour) are taken at specific locations. The short counts are expanded to longer periods using factors developed from the stations located at permanent sites.

The 1965 traffic volume and classification study included determining the ADT on all rural and urban primary highways; the average daily commercial traffic on rural primary highways; the ADT on all rural roads in 99 counties; and the ADT on streets in 6 cities.

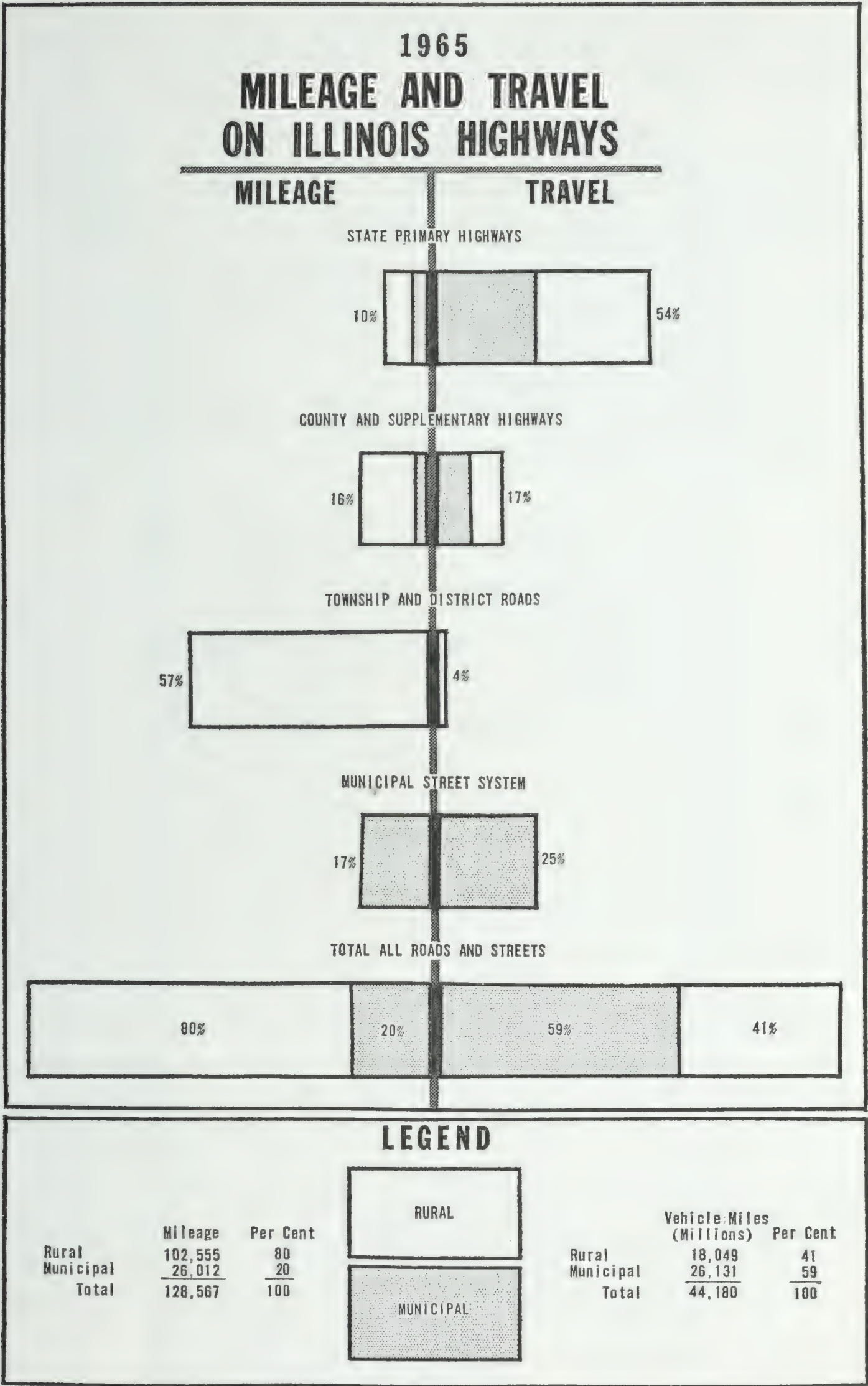


Figure 10.



TABLE 41.—COMPARISON OF AVERAGE WEIGHTS OF LOADED AND EMPTY COMMERCIAL VEHICLES.

Vehicle Type and Year Weighed	Total—All Vehicles		Loaded Vehicles		Empty Vehicles	
	Distribution by Vehicle Type	Average Weight	Per Cent of Total Vehicles Weighed	Average Weight	Per Cent of Total Vehicles Weighed	Average Weight
	Per Cent	Pounds	Per Cent	Pounds	Per Cent	Pounds
Single-Unit Trucks						
Year 1965.....	259.14	8,722	45.83	11,208	54.17	6,383
Year 1959.....	260.49	9,299	59.41	11,518	40.59	6,034
Year 1942.....	71.00	9,233	54.74	11,633	45.26	6,330
Year 1936.....	79.67	7,690	63.52	8,975	36.48	5,452
Tractor-Truck Semitrailers						
Year 1965.....	240.62	44,828	71.32	52,702	28.68	25,244
Year 1959.....	239.51	38,808	72.70	45,169	27.30	21,964
Year 1942.....	27.56	26,000	68.48	30,676	31.52	16,144
Year 1936.....	18.42	22,212	79.78	24,868	20.22	11,736
Trailer Combinations <sup>1</sup>						
Year 1965.....	20.24	35,899	66.36	45,946	33.64	15,988
Year 1959.....	20.49	38,872	71.19	40,561	28.81	26,588
Year 1942.....	1.44	25,807	59.26	32,613	40.74	15,909
Year 1936.....	1.91	24,588	59.26	31,881	40.74	13,982

<sup>1</sup> Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.  
<sup>2</sup> Percentage distribution by vehicle type of all vehicles for the years 1959 and 1965 was made from seasonal control station summaries.

The total traffic increased 4.9 per cent on rural primary highways for 1965 over that of 1964. Effecting this change were increases of 4.1 per cent in passenger car traffic, 9.7 in single unit truck traffic, and 8.2 per cent in large truck combination traffic.

Figure 10 shows that the State primary highway system includes 10 per cent of the total road and street mileage in Illinois, yet these highways carry over 54 per cent of the total traffic. When the interstate system is completed it is estimated that 20 per cent of all travel in the State will be carried on these routes which will consist of only 1.3 per cent of the total mileage.

Forecasts of traffic indicate that the total traffic will more than double in the next 25 years and by 1990 the interstate and other primary highways will serve two-thirds of the vehicle miles of travel.

Truck weight surveys on primary highways were continued in 1965. From these data the average weights of loaded and empty commercial vehicles were obtained and comparisons made with similar information of previous years. Table 41 which follows summarizes these data.

3. URBAN PLANNING SECTION.—The general objective of this section is to implement a continuing comprehensive transportation planning process for each of the 213 municipalities with a population of 5,000 or more. This work includes: (1) formulating goals and policies concerning the development of transportation systems which will promote better traffic service for State and local interests; (2) preparing and keeping current plans for urban transportation systems; (3) developing procedures for cooperative relationships between State and local governments; (4) extending technical assistance and advice in transportation planning; and (5) participating in studies and research in the techniques of urban planning.

To accomplish these goals, the Urban Planning Section is divided into three units: Land Use; Traffic; and Facility Planning.

The *Land Use Unit* furnishes guidance in inventories and forecasts of population and land use and relates these factors to urban highway and transportation plans.

The *Traffic Unit* forecasts traffic, assigns traffic to proposed transportation facilities, and analyzes capacities of existing and proposed facilities.

The *Facility Planning Unit* reviews and develops existing and proposed transportation facilities including evaluation of their economic feasibility.

Major emphasis during 1965 was placed on progress of the comprehensive planning process of each of the eleven urbanized areas of Illinois. The Federal-Aid Highway Act of 1962 required that this be done in order to qualify for Federal highway funds after July 1, 1965. The urbanized areas include Chicago, Aurora, Joliet, Rock-



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ford, Peoria, Rock Island-Moline, Decatur, Springfield, Champaign-Urbana, East St. Louis, and East Dubuque (part of Dubuque, Iowa-Illinois Urbanized Area).

In connection with the urbanized area transportation planning studies, an origin and destination study was undertaken in Champaign-Urbana. Origin-destination studies were continued in Rock Island-Moline, Peoria, and East St. Louis and were completed in Rockford and Joliet. Other major phases of the urbanized area transportation studies were undertaken in cooperation with local and consultant forces in Champaign-Urbana, Decatur, Joliet, Peoria, Rockford, and Springfield.

Other major programs during 1965 included: the preparation of a series of detailed procedural manuals for urban transportation studies; undertaking of the joint land use-transportation study of the Chicago area in cooperation with the Northeastern Illinois Planning Commission and continuation of studies for Lake County, the Fox River Valley, LaSalle County, Carbondale, and Harrisburg.

This Section also assisted in the study of land development at freeway interchanges; participated in the demonstration study for utilizing the full capacity of urban streets; supervised the preparation of revisions of urban area descriptions for Federal-aid programming; cooperated with planning agencies in the preparation of the transportation elements of various HHFA 701 comprehensive planning programs; distributed educational material on urban planning to the district offices and to other governmental and planning agencies; and performed other routine and special planning studies.

4. ADVANCE PLANNING.—This section contains two units: Highway Cost and Administrative Studies.

(a) *Highway Cost Unit*.—This unit conducts annual studies of highway finance in the State and local governments and summarizes this data into tables showing funds collected, allocated, and expended, both from property taxes and from motor-used taxes; compiles, edits, and publishes the Annual Report of the Division of Highways and miscellaneous publications of the Division; makes periodic revision of road life data, motor fuel consumption, and financial forecasts; and makes studies of deficiencies on State highways of Illinois, including conducting the study to determine the remaining cost needed to complete the interstate system. Most of these studies are made with the cooperation and participation of the Federal Bureau of Public Roads.

The *local finance study* involves the collection and analysis of data concerning the financial transactions of counties, cities, and townships for roads, streets, and related purposes. In 1965 the tabulations for the 1963 fiscal year were completed and a summary of these data was published in the 1964 Annual Report. The information



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for the 1964 fiscal year was completed in 1966 and a summary of this information is shown in Table 42 of this report. A comparison of highway financial information of all governments in Illinois for the period 1959 to 1964 is given in Table 43.

*State highway finance studies* consist of gathering and analyzing information from other departments of the State and from the Controller's Office. This entails compiling data concerning the collection, allotment, and refund of motor fuel taxes; summarizing information concerning the State registration of motor vehicles and the revenue derived from this source; and showing by tables and charts financial transactions of the State for highway purposes. During 1965 information for the 1964 year was completed and reported for State and Federal publications.

The *1964 Annual Report* of the Division of Highways was assembled, but because of urgent work for the Highway Study Commission the completion of the report and its submittal to the printer was delayed. However, the 1963 Annual Report was completed and released for distribution in 1965.

The *Central Illinois Expressway Feasibility Study* was completed in 1963. The Consultant retained for this study reported that a freeway from Decatur to the Mississippi River was feasible. During this initial phase of the study a liaison committee was appointed to review and coordinate the work. A member of the Highway Cost Unit was appointed chairman of this committee. In 1964 the Consultant selected several alternate locations for more detailed study. During 1965 economic data, estimates of construction costs, and traffic assignments were obtained for each of the alternate locations. A road users benefit analysis was performed for each alternate to aid the Consultant in recommending the proper location. The final summaries and location recommendations are to be completed in 1966.

A *change in Interstate location* was requested by the Division of Highways in a letter to the Bureau of Public Roads on August 10, 1965. Earlier in 1965 the Bureau of Planning conducted studies of the existing location and of alternate locations in a corridor from Lincoln northward to FAI 80. Based on these studies it was recommended that the location of the interstate route from Lincoln to Interstate 80 near Joliet be deleted and the mileage utilized for an interstate location from Lincoln to Peoria to Interstate 80 near Peru.

Many factors were considered in the recommendation including: (1) A freeway from Rockford south through the center of the State was requested in 1956 as an original part of the interstate system and recent studies have again strongly indicated the need for such a freeway. The newly proposed location would also be a part of that route; (2) Since the existing four-lane location of US 66 is adequately



TABLE 42.—RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS OF ILLINOIS DURING THEIR 1964 FISCAL YEAR.

Funds Received and Spent by																
Sources of Receipts and Purposes of Disbursements	State		Counties		Townships and Road Districts		Municipalities <sup>1</sup>		Special Districts <sup>2</sup>		Federal Government <sup>3</sup>		Toll Bridges Owned by Governmental Agencies		Total	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS																
Property taxes.....			\$26,710,313	34.2	\$33,170,141	62.4	\$21,663,037	30.5	\$1,515,224	87.3					\$83,058,715	11.4
Motor vehicle imposts <sup>4</sup> .....	\$267,250,915	98.8	700	0.0	1,567	0.0	33,437,475	47.1							300,690,657	41.1
Other special imposts.....	3,235,446	1.2	2,151,193	2.8	131,464	0.3	3,101,209	4.4	79,775	4.6			\$8,978,696	100.0	17,677,783	2.4
Transfer from general funds.....			501,201	0.6	5,284,996	10.0	6,102,391	8.6	2,734	0.2						
Federal funds.....											\$248,491,962	100.0			11,891,322	1.6
Borrowings.....			20,485,643	26.2	14,526,654	27.3	4,637,013	6.5							248,491,962	33.9
Decrease in balance.....							2,091,466	2.9	137,398	7.9					39,649,310	5.4
Adjustments for aid transfers <sup>6</sup> .....	60,008	0.0	28,322,872	36.2	16,131	0.0	771	0.0							2,228,864	0.3
Total receipts.....	\$270,546,369	100.0	\$78,171,922	100.0	\$53,130,953	100.0	\$71,033,362	100.0	\$1,735,131	100.0	\$248,491,962	100.0	\$8,978,696	100.0	\$732,088,395	100.0
Per cent.....	37.0		10.7		7.3		9.7		0.2		33.9		1.2		100.0	
DISBURSEMENTS																
Direct (except interest).....	\$411,445,925	98.3	\$73,955,001	65.8	\$51,034,722	73.6	\$96,526,324	79.8	\$2,734	0.2			\$2,870,831	32.0	\$635,835,537	86.8
Interest.....			6,577,904	5.9	704,678	1.0	2,788,240	2.3	381,875	21.9			3,297,207	36.7	13,749,904	1.9
Debt retirement.....			720,452,000	18.2	2,373,900	3.4	10,517,433	8.7	1,275,000	73.3			1,413,458	15.7	36,031,791	4.9
Related purposes and transfers.....							11,169,512	9.2	80,383	4.6			1,083,544	12.1	12,333,439	1.7
Increase in balance.....	7,184,588	1.7	11,392,775	10.1	15,246,705	22.0							313,656	3.5	34,137,724	4.7
Adjustment for aid transfers <sup>6</sup> .....																
Total disbursements.....	\$418,630,513	100.0	\$112,377,680	100.0	\$69,360,005	100.0	\$121,001,509	100.0	\$1,739,992	100.0			\$8,978,696	100.0	\$732,088,395	100.0
Per cent.....	57.2		15.4		9.5		16.5		0.2		0.0		1.2		100.0	

<sup>1</sup> Receipts of municipalities do not contain parking fees and other local revenue disbursed for street related purposes such as parking facilities, street cleaning, street lighting, sidewalks, and storm sewers.

<sup>2</sup> Include only the Chicago Park District and the Metropolitan Sanitary District of Greater Chicago.

<sup>3</sup> Receipts of Federal Government are reimbursements for the Federal share of highway work except for \$464,506 of flood control and miscellaneous Federal fund advances.

<sup>4</sup> Include motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.

<sup>5</sup> Includes \$8,507,617 toll collections, \$275,536 pole and pipe line leases and railroad rentals, \$186,480 income on investment, and \$9,063 miscellaneous.

<sup>6</sup> Adjustments for aid transfers are made in this table because the fiscal year of the government granting the aid and that receiving it differ and allotments of motor fuel tax to each class of government generally differ from the amount used during the year.

<sup>7</sup> Contains the disbursement of Cook County expressway bond funds under direct disbursements and the retirement of principal and interest on bonds issued, although funds are advanced for retirement of these bonds from State revenue.

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TABLE 43.—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS  
1959-1964.

Sources of Receipts and Purposes of Disbursements	1959		1960		1961		1962		1963		1964	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS												
Property taxes.....	\$66,745,492	10.7	\$68,384,778	11.1	\$75,313,845	13.2	\$77,967,182	12.8	\$79,205,827	12.9	\$83,058,715	11.4
Motor vehicle imposts <sup>1</sup> .....	252,897,793	40.4	260,410,125	42.3	268,391,986	47.2	283,200,493	46.4	287,754,047	46.9	300,690,657	41.1
Other special imposts.....	13,552,200	2.2	15,626,999	2.5	15,456,956	2.7	14,988,278	2.5	15,111,862	2.5	17,677,783	2.4
Transfers from general funds.....	12,424,397	2.0	14,295,310	2.3	13,151,082	2.3	12,607,466	2.0	11,668,608	1.9	11,891,322	1.6
Federal funds.....	183,173,624	29.3	186,916,361	30.3	133,466,761	23.4	163,148,476	26.7	163,651,125	26.7	248,491,962	33.9
Borrowings.....	86,550,145	13.9	65,427,174	10.6	33,931,437	6.0	37,583,661	6.1	6,963,645	1.1	39,649,310	5.4
Decrease in balance.....	9,432,169	1.5	5,736,893	0.9	29,337,974	5.2	21,286,658	3.5	33,104,393	5.4	2,228,864	0.3
Adjustments for aid transfers <sup>2</sup> .....			213,354	0.0					16,030,090	2.6	28,399,782	3.9
Total.....	\$624,775,820	100.0	\$617,010,994	100.0	\$569,050,041	100.0	\$610,782,214	100.0	\$613,489,597	100.0	\$732,088,395	100.0
DISBURSEMENTS												
Direct (except interest).....	\$532,905,833	85.3	\$532,800,494	86.4	\$490,188,637	86.1	\$525,834,020	86.1	\$544,522,997	88.8	\$635,835,537	86.8
Interest.....	12,180,596	2.0	14,321,902	2.3	15,795,247	2.8	15,647,261	2.6	14,255,530	2.3	13,749,904	1.9
Debt retirement.....	33,988,994	5.4	27,903,759	4.5	31,856,061	5.6	33,694,338	5.5	34,894,291	5.7	36,031,791	4.9
Related purposes and transfers.....	8,798,161	1.4	7,108,422	1.2	11,493,881	2.0	8,728,348	1.4	12,685,355	2.1	12,333,439	1.7
Increase in balance.....	24,459,301	3.9	25,575,733	4.1	11,738,947	2.1	15,610,524	2.6	7,131,424	1.1	34,137,724	4.7
Adjustments for aid transfers <sup>2</sup> .....	12,442,935	2.0	9,300,684	1.5	7,977,268	1.4	11,267,723	1.8				
Total.....	\$ 624,775,820	100.0	\$617,010,994	100.0	\$569,050,041	100.0	\$610,782,214	100.0	\$613,489,597	100.0	\$732,088,395	100.0

<sup>1</sup> Include motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.  
<sup>2</sup> Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.



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serving present traffic from Lincoln northeast, the proposed location will provide 88 additional miles of access controlled highway in an area now totally lacking in this kind of facility; (3) The proposed addition would provide direct service between Peoria and Springfield, the third and fourth largest cities in Illinois and between Peoria and Chicago, the third and first largest cities; (4) The new location will provide access to the imminent industrial development along the Illinois River; and (5) Even though the present US 66 corridor is a more direct route between Chicago and St. Louis than the proposed route which passes near Peoria, the usage of FAI 57 from Chicago to Effingham and FAI 70 from Effingham to St. Louis will provide an alternate interstate routing almost as direct as that of US 66.

A public informational meeting concerning the proposed change to the interstate system was held on September 29, 1965, at Springfield. At this meeting those favorable to the change and those against it presented their views. A transcript was made of this meeting and it was forwarded to the Bureau of Public Roads. No approval of this change in interstate alignment had been given at the end of 1965.

A report *Estimating Highway Needs 1965-1985* was requested by the Bureau of Public Roads early in 1965. Instructions were received for the preparation of five schedules. In these schedules present highway mileage and vehicle miles of travel were shown by administrative system. The growth of population and travel were reflected in the forecasts to 1985. Improvements needed in the period 1965 to 1985 were developed and assigned to administrative system and to roads and streets classified into arterial, collector, and local roads.

The year 1962 was used as a base for mileages and vehicle miles of travel were itemized into rural and urban by administrative system as developed for the TF-1 table. The 1985 mileages reflect the change from rural to urban for areas in proximity to cities, the additional freeways needed before 1985, and the development of many subdivision streets to serve the 3,465,000 more people estimated to be living in the urban areas of Illinois in 1985.

The tabulation which follows indicates the mileages at 1962 and that estimated for 1985 with the essential reasons for the change.

Highway and Street Mileage					
Area	1962	Mileage Added		Transferred	1985
		Freeways	Others		
Rural.....	103, 228	1, 910	1, 689	—3, 499	103, 328
Urban.....	23, 809	426	3, 944	+3, 499	31, 678
Total.....	127, 037	2, 336	5, 633	.....	135, 006

These miles were classified into arterial, collector, and local as follows:

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Functional Class	1962 Mileage			1985 Mileage		
	Rural	Urban	Total	Rural	Urban	Total
Arterial.....	11, 015	5, 617	16, 632	11, 921	7, 933	19, 854
Collector.....	19, 853	.....	19, 853	21, 190	.....	21, 190
Local.....	72, 361	18, 192	90, 553	70, 217	23, 745	93, 962
Total.....	103, 229	23, 809	127, 038	103, 328	31, 678	135, 006

The vehicle miles of travel for 1962 and that predicted for 1985 are given in the following calculation.

Functional Class	Billions of Vehicle Miles of Travel					
	1962	Per Cent	1985	Per Cent	Increase	Per Cent
Arterial.....	28.3	71.1	50.6	71.9	22.3	78.8
Collector.....	3.3	8.3	5.3	7.5	2.0	60.6
Local.....	8.2	20.6	14.5	20.6	6.3	76.8
Total.....	39.8	100.0	70.4	100.0	30.6	76.9

The improvements needed to provide adequate highway and street service in the period 1965 to 1985 were estimated for each administrative system as well as for each of the three highway classifications. A summary of these data follows with the estimated responsibility for each class of government.

System	Total		Approximate Financial Responsibility			
			State and Federal (\$000)	County (\$000)	Township (\$000)	City (\$000)
	Miles	Expense (\$000)				
Interstate:						
Rural.....	1, 126	55, 512	55, 512	.....	.....	.....
Urban.....	506	54, 389	54, 389	.....	.....	.....
Other FAP:						
Rural.....	10, 419	2, 587, 467	2, 587, 467	.....	.....	.....
Urban.....	2, 077	1, 780, 346	1, 780, 346	.....	.....	.....
State FAS:						
Rural.....	2, 862	268, 200	268, 200	.....	.....	.....
Urban.....	726	164, 530	164, 530	.....	.....	.....
Local FAS:						
Rural.....	14, 357	1, 001, 246	710, 885	290, 361	.....	.....
Urban.....	683	77, 532	55, 048	22, 484	.....	.....
Other State:						
Rural.....	9	900	900	.....	.....	.....
Urban.....	38	.....	.....	.....	.....	.....
Local:						
Rural.....	74, 555	1, 370, 007	.....	246, 608	1, 123, 399	.....
Urban.....	27, 648	2, 613, 746	.....	117, 998	.....	2, 495, 748
Total.....	135, 006	9, 973, 875	5, 677, 277	677, 451	1, 123, 399	2, 495, 748

Miles, Needs, and Responsibility for Each Class of Highway

Arterial.....	19, 854	6, 859, 451	4, 958, 208	223, 491	.....	1, 677, 752
Collector.....	21, 190	1, 173, 029	719, 069	453, 960	.....	.....
Local.....	93, 962	1, 941, 395	.....	.....	1, 123, 399	817, 996
Total.....	135, 006	9, 973, 875	5, 677, 277	677, 451	1, 123, 399	2, 495, 748



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In the tabulation above the only expense for the interstate system is that which the Division of Highways considered necessary but which was considered nonparticipating in the 1965 Interstate Estimate together with construction of several interchanges and structures to provide for additional lanes needed by 1985.

Another phase of the study consisted of estimating what could be accomplished by the end of 1972 and what would remain to be done in the "After 1972" period. These data are summarized as follows.

Item	Total Cost	Average Cost Per Year	Period
Total improvements needed 1965-1985.....	\$9, 973, 875, 000	\$498, 693, 750	20 Year
Less work which can be done by Dec. 31, 1972.....	1, 343, 160, 000	167, 895, 000	8 Year
Cost of work remaining after 1972.....	\$8, 630, 715, 000	\$719, 226, 250	12 Year

A review of the tabulations shown indicates that during the 20 years from 1965 to 1985 rural mileages will be somewhat constant, but that urban mileages will increase from 23,809 in 1962 to 31,678 in 1985. This estimate results from the assumption that the population increase of 3,465,000 by 1985 will largely occur in urban areas which will absorb 3,499 miles of rural roads as well as requiring 426 miles of expressways, and 3,944 miles of other streets.

Travel will increase from the 1962 level of 39.8 billion vehicle miles to 70.4 billion by 1985, an increase of 76.9 per cent. Arterial roads and streets will carry 71.9 per cent of this travel with collectors serving 7.5 per cent and local roads and streets 20.6 per cent.

Improvements needed from 1965 to 1985 on the 135,006 miles of roads and streets in Illinois which are estimated to exist in 1985, will cost \$9,973,875,000. Of this amount \$5.7 billion is considered a responsibility of the State, \$0.7 billion of the counties, \$1.1 billion of the townships and road districts, and \$2.5 billion of the cities.

Over the 20-year period this will require a total annual expenditure in all governmental units of the State for road or street improvements amounting to \$498 million, yet with present levels of revenue we can finance only \$168 million of improvements or only one-third of that needed on an annual basis.

The *Illinois Highway Study Commission* was created by Senate Bill 902 of the 73rd General Assembly meeting in 1963. The Commission was directed to make a comprehensive study of the public roads and streets of Illinois and classify them in accordance with their functional characteristics; make a study of needs; consider urban transportation problems; study administrative aspects of govern-

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mental agencies responsible for maintenance and construction of public thoroughfares; analyze financing and revenue sources; and study the effect of the Federal-aid program. While the Commission continued hearings throughout the State, the Consultant retained by the Study Commission began the comprehensive study.

The Highway Cost Unit was assigned the work of supplying information, making contacts for the Consultant with various State officials, reviewing manuals of procedure, and supervising the appraisal of needs for State highways. Since this entire study must be completed by late 1966 for the Study Commission to formulate its recommendation to the Legislature in early 1967, this work was considered the most urgent of the Highway Cost Unit during 1965.

The *Scenic Roads and Parkway Study* was the result of the appointment of a Recreation Advisory Council by the President in 1962. This council recognized that pleasure driving is one of America's most important recreational activity and that roads lead the way to areas of natural beauty or places of recreational activities. Therefore, the United States Department of Commerce, Bureau of Public Roads, was asked to make a study of places of natural beauty in each state and the roads serving these areas.

The Bureau of Planning was given this task in Illinois. One of the first steps in this project was contacting the Board of Economic Development, the Department of Conservation, and the Division of Parks and Memorials and asking their help in this assignment. A survey was made to locate places with natural beauty including areas along rivers, lakes, bluffs, within parks, wild life areas, or developments for recreational activities. The existing highways to these areas were evaluated and if adequate service was provided costs were estimated to convert them to standards with wider right-of-way, more extensive landscaping, and additional complementary facilities. Where existing roads were inadequate, estimates were made to upgrade or provide a new scenic highway facility.

One provision of the study called for establishing a priority for each route based on the need for preservation of its scenic qualities; the demand of the public for the route; the number of people served; the scenic qualities of the route; and the feasibility of its improvement.

The study in Illinois included 68 routes totaling 2,747.2 miles of which 1,622.0 miles utilized existing routes and 1,125.2 miles were on new location.



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The tabulation which follows summarizes the estimated costs for providing the improvements and facilities needed on the 68 scenic roads.

Item	Differential Costs for Existing Routes	Cost of New Routes	Total
	(\$000)	(\$000)	(\$000)
Right-of-way:			
Highway.....	59,106.4	25,192.0	84,298.4
Corridor Protection.....	7,699.7	2,334.6	10,034.3
Highway Construction:			
Roadway.....	4,044.8	183,563.9	187,608.7
Landscaping.....	2,160.5	1,568.7	3,729.2
Complementary Facilities:			
Land.....	1,447.2	761.7	2,208.9
Construction.....	6,346.0	1,447.2	11,732.3
Total.....	80,804.6	218,807.2	299,611.8

In addition it was estimated that the maintenance on these roads would amount to an additional \$2,567,000 annually to preserve their essential characteristics.

(b) *Administrative Studies.*—The Administrative Studies Unit conducts a number of studies concerning administration, determining construction priorities, and developing construction programs.

The *annual improvement program*, which is assembled and published by this unit each year, contains a listing of construction and right-of-way projects for the coming year. The proposed improvement program for the 1966 calendar year was released in December 1965. The 1966 program contained projects with estimated costs of \$217,500,000 of which about 68 per cent was for projects on interstate highways.

Programing entails first determining the amount of money available for highway construction for the ensuing year and allocating these funds for work in each of the districts in an equitable manner. Projects are then selected giving priority to those projects which were begun in the previous year and not completed. Next in priority are projects in an emergency category because of structural deterioration. After these categories the remaining projects are programed in accordance with their priority as indicated by their low sufficiency ratings. Emphasis in interstate programing is toward completing urban sections early to relieve congestion on parallel routes and next to complete and extend sections which can be immediately put into service.

*Highway safety* has always been given consideration in past improvement programs. However, in 1965 special emphasis on the State and Federal level was being focused on high accident locations. At the end of 1965 special studies were being made to identify these locations. From this inventory, a four-year program amounting to 25 per cent of the Federal-aid primary, urban, and secondary alloca-



tions with matching funds will be formulated. Most of the improvements proposed at these locations will consist of intersection improvements, shoulder widening, bridge widening, highway lighting, channelization, and guard rail installation.

*The Highway Beautification Act* passed by Congress in 1965 has provided additional Federal funds which will permit the programming of projects specifically for beautification of highways in Illinois.

Approval of *Federal-aid route* locations must be obtained from the Bureau of Public Roads before Federal funds can be obligated for their improvements. Changes are sometimes needed in route descriptions. Processing these changes is done by the Administrative Studies Unit. It involves preparing sketch maps showing the part of the route to be relocated, the general alignment of the proposed location, a revised description of the route, and justification for the change. This material is then submitted to the Bureau of Public Roads for approval. Eight route revisions were processed in 1965.

5. THE ELECTRONIC COMPUTER UNIT.—The work in this unit has two objectives: (1) the promotion and expansion of the use of electronic computation as a means of increasing engineering productivity within the Division of Highways, and (2) providing electronic computer services for the solution of highway engineering problems for all of the engineering offices in the Division, using programs that have proven to be both accurate and time saving.

During the 1965 year, 24 per cent of the computer operation was applied to the development of new programs or the revision of existing programs to provide more information or faster operation. For example, new programs were developed for: culvert lengths, bridge pier analyses, abutment dimensions, and edge of pavement elevations.

The remaining 76 per cent of computing time was devoted to the solution of engineering problems related to the design or construction of highways using existing programs which had previously been developed and checked by the computer unit. Work in this category included the solution of problems such as: (1) the computation of bridge deck elevations for both design and construction purposes, (2) the mathematization of interchanges for design and construction purposes, (3) the computation of azimuths and distances between known coordinate points to aid in survey work, (4) highway earthwork cut and fill quantities for both design and contract payment purposes, (5) the determination of moment coefficients for multiple span bridge beams, (6) adjustment of survey traverses for exact closure, (7) the generation of charts and data for the Expressway Surveillance Project, and several other recurring problems.



6. CHICAGO AREA TRANSPORTATION STUDY. — This study, commonly referred to as CATS, completed its tenth year of transportation planning in the Chicago area late in 1965. It is sponsored and financed by the State, Cook County, and the City of Chicago, with the cooperation of the Federal Bureau of Public Roads. Presently it operates as a part of the Bureau of Planning of the Division of Highways.

By the end of 1965, the basic inventories, compiled in 1956, had been updated to reflect 1965 conditions. Land use, population, employment, and motor vehicle ownership data were updated and converted into trips; a current highway and street inventory was completed; and a computer assignment of 1965 trips to the highway network was performed. This work has enabled CATS to compare the rate of growth as of 1965 with the projections of 1956 data to 1980. Results indicate an even greater travel demand at this point than was forecast.

During 1965, CATS has provided supporting services to the Fox River Valley Study and the Lake County Transportation Study in the form of processing and tabulation of basic data, trip generation and road network planning through preparation and testing of alternative plans by computer assignment, and evaluation of results. Eleven full traffic assignments were run for the Fox River Valley and Lake County studies.

Research work has been devoted to studies designed to develop new methods for estimating trip distribution, improving and refining the opportunity model for traffic assignment, development of computer systems for processing data, participation in mass transit demonstration projects (notably the Skokie Swift), completion of a "before" and "after" study of the effect of the Dan Ryan Expressway, and improvement in the modal split model.

Many requests for data and services were received by CATS. During 1965, CATS prepared and produced nine full traffic assignments to meet requests for data needed in planning highway improvements in the Chicago area. Participation in special studies included a Loop pedestrian survey, airlines ground transportation survey, processing of accident reports, and developing a coordinated traffic count data bank.

Late in 1964, CATS set in motion the mechanics for organizing and obtaining cooperative agreements from the 123 incorporated places in the Cook-DuPage Counties portion of the area. By July, 1965, each had signified its compliance by executing a signed memorandum of cooperation. As a consequence, the Federal Bureau of Public Roads quickly certified the Cook-DuPage Counties portion of the area as having qualified for aid under Federal requirements.

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Since last July, the 123 communities have been grouped into ten regional councils to provide a more workable organization. Each group elects a representative to a Council of Mayors and this council meets with CATS representatives on matters affecting community-wide transportation problems. Meetings of the ten Regional Councils are being held to insure that local communities are informed and have a voice in matters concerning transportation planning in the area.

The joint effort of the Northeastern Illinois Planning Commission (NIPC) and CATS in developing and testing alternative land use-transportation plans for a target year of 1990 which began in October, 1964, continued through 1965 with completion scheduled in 1966. With the goal of achieving a metropolitan plan as a guide to future land and transportation systems development. The joint project represents an important step in cooperative planning.



## X. RESEARCH AND DEVELOPMENT

1. GENERAL.—The Bureau of Research and Development is responsible for implementing, conducting, and coordinating a research and development program to improve the economy and quality of highway planning, design, construction, maintenance, and operation. Duties include preliminary background studies for new research and development, arranging financing, conducting projects, correlating activities on projects conducted within the Division of Highways and by outside agencies under Division sponsorship, disseminating information regarding the results of research and development, and the evolving of practical applications of research and development findings.

The Bureau of Research and Development operates within a framework that includes a Structural Research Section, a Research Coordination Unit, a Products Evaluation Unit, an Instrumentation Development Unit, and an Expressway Surveillance Project Unit. The Structural Research Section is divided into an AASHO Road Test Research Unit, a Bridge Research Unit, and a Foundations Research Unit. The Structural Research Section and the Instrumentation Development Unit are located in the Physical Research Laboratory at Ottawa; the Research Coordination Unit and the Products Evaluation Unit are located in the Bureau headquarters in Springfield; while the Expressway Surveillance Project Unit has headquarters in Oak Park.

(a) *The Illinois Highway Research Council* is a twelve-member group serving in an advisory capacity to the Chief Highway Engineer in matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the County Superintendents of Highways, the City Engineers, and engineering educational institutions of Illinois. The Council reviews work on active research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning projects that are suggested for addition to the research program.

(b) *The Illinois Highway Development Council* is an eight-member group composed of bureau chiefs and a deputy chief highway engineer serving in an advisory capacity to the Chief Highway Engineer in developmental matters. This group reviews and makes recommendations relating to practical applications in the highway field of new products, new materials and new processes. A principal function of this Council is to serve as a clearing house where vendors may introduce new items proposed in highway usage.

2. RESEARCH PROGRAM.—In general, the research work may be divided into two groups: (1) that accomplished within the



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Division with bureau and district forces, and (2) that conducted wholly or in part by outside agencies through cooperative agreements with the Division. Nineteen research projects are being conducted currently by Division forces and thirty by agencies acting under contracts with the Division.

The cooperative program provides specialists and equipment for research not otherwise at the disposal of the Division. A major cooperating agent is the University of Illinois. A continuing program of highway research, known as the Illinois Cooperative Highway Research Program, is being carried on at this institution. Other cooperative studies sponsored by the Illinois Division of Highways are conducted by Northwestern University and by the United States Geological Survey.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of national interest. These projects, including those conducted by outside cooperating agencies as well as those conducted by Division forces, are eligible for Federal participation from the 1½ per cent of Federal allotments available for highway planning and research.

(a) *The National Cooperative Highway Research Program* is a national program of highway research sponsored by the American Association of State Highway Officials, administered by the Highway Research Board of the National Academy of Sciences-National Research Council, and supported by the States and Federal Government. Illinois is among the states contributing 5 per cent of their allotments of Federal highway planning and research funds toward support of the program. This is a continuing program of highway research undertaken in fiscal year 1963.

(b) *The Highway Research Correlation Service* of the Highway Research Board, which receives support from most of the states including Illinois, collects, correlates, and disseminates highway research information nationwide to the end that highway research will be better coordinated, the duplication of research effort will be avoided, and research results will be made available.

(c) *The AASHO Road Test Study* is being conducted in two separate phases with the purpose of (1) extending the findings of the original AASHO Road Test to pavements in regular service through a study of the behavior of the original test pavements in long-time service under regular mixed traffic conditions and (2) developing formulas and procedures for application of the AASHO Road Test equations in rigid and flexible pavement design and evaluation in Illinois. Work under the first phase includes research observations, measurements, and analyses of the data on the behavior of the rehabilitated AASHO Road Test pavement sections now serving regular mixed traffic as part of Interstate 80. Work under phase II is concerned with the development of modification of the AASHO



Road Test equations for practical application in structural design of pavements through a study of the behavior of existing pavements in Illinois, and has progressed to the point where provisional design manuals for rigid and flexible pavements have been issued and put into practice.

(d) *The Expressway Surveillance Project* was established in 1961 for the purpose of conducting operational studies to determine causes of congestion on high-volume expressways and to investigate ways to improve traffic flow and to evaluate resulting benefits. Most of the study is taking place on and near Interstate 90, the Eisenhower Expressway, in the Chicago area. The ultimate objective is to reduce congestion by means of automatic traffic control measures.

A pilot detection system, including 34 traffic sensors, has been installed and placed in operation on a five-mile section of the Eisenhower Expressway. Leased telephone lines connect these sensors to the project office where the traffic data from the field passes through analog computers and a data-logging subsystem, and is recorded on punched paper tape. The tapes are coded in a form suitable for direct data input to a digital computer for data reduction and analysis.

Following the achievement of good results from a metering system installed to control the flow of traffic onto the expressway from a single entrance ramp, the experimental system was extended to a number of adjoining ramps. An extensive series of experimental informational signs were installed on the surface street system in the vicinity of the metered ramps to warn of traffic flow conditions on the expressway. A motorist-aid phone was installed on one exit ramp as a means of detecting disabled vehicles, and its usage was recorded for analysis.

An evaluation of a network information and control system has been completed. The information gained to date on the project is sufficient to permit the development of the design of an operational control system for any expressway with geometric characteristics and adjoining streets similar to those of the study area. Additional information needed to extend the design to other expressways will be obtained through the use of portable ramp metering equipment.

(e) *An Investigation of Continuously Reinforced Concrete Pavement* is being conducted to determine the behavior and economic feasibility of continuous reinforcement in portland cement concrete pavements and to develop essential design criteria. The study was started in 1947 with the construction of an experimental project on Route US 40 near Vandalia, Illinois. More recently, it has been expanded to include the construction of a series of experimental pavements for construction experience and limited observation, and one heavily instrumented pavement for precise observations and measurements. Experimental observation pavements have now been constructed in seven districts and one section of the instrumented pavement is under contract.



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Work on this study has progressed to the point where design standards for continuously reinforced pavement have been prepared and provisions for determining structural design are included in the current design manual of the Division.

(f) All work on *The Development of Guide Lines for Appraisals in Rural Highway Right-of-way Acquisition* was completed in 1965. This study was undertaken to provide guide lines for appraisals in estimating compensation for damage to real property, in evaluating estimates of value based on potential use, and in evaluating estimates of value of partial takings.

The results of the study are published in the University of Illinois Agricultural Experiment Station Bulletin 707. The report analyzes the rather complex problem of appraising farm property condemned for construction of limited-access highways and estimating damages and benefits to the remaining part of the farm property which is not taken. Guidelines were established for appraisal of farmland before it is taken for a highway right-of-way, for estimating damage to farmland which has part of its acreage taken for highway right-of-way, and for estimating damage to a farm when land parcels become small, odd-shaped, or severed from the parcel where the farm headquarters is located.

(g) The study on *Slip-form Pavement Construction* was terminated in 1965. This study was undertaken in 1963 primarily to evaluate the use of the slip-form paving process in portland cement concrete pavement construction. An experimental construction by the slip-form process was included in Project FU-21(8), Warren County, and the research is described in a report published in Highway Research Board Record Number 90.

The results of this study were used in arriving at the decision to adopt slip-form paving as an alternate paving process in Illinois.

Summarized information concerning the most important research projects is given in Table 45. Detailed information on many of the projects is available in published research reports and papers relating specifically to the work accomplished.

**3. DEVELOPMENT PROGRAM.**—This program is directed at the development of useful applications in the highway field of new products, new materials, and new processes. The Bureau of Research and Development has the responsibility for seeking out items for potential application, for conducting background investigations of items that appear to have usefulness, and for conducting exploratory trials that may lead to full-scale usage.

Vendors wishing to have their new products or materials brought to the attention of the Illinois Highway Development Council make their initial presentations through the Bureau of Research and Development.



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Twenty-nine proposals for the use of new products, materials, and processes were reviewed by the Bureau of Research and Development and by the Illinois Highway Development Council during the year. This resulted in the introduction of six new products and materials into general use, and trial usage of five others.

Table 44 summarizes the recommendations of the Development Council on proposed applications of new items reviewed in 1965.

TABLE 44.—SUMMARY OF ILLINOIS DEVELOPMENT COUNCIL  
RECOMMENDATIONS IN 1965.

Categories	Council Recommendations				Totals
	Adopted	Field Testing	Hold for Further Investigation	Rejected	
Asphalt and asphalt additives.....		1	2	1	4
Concrete additives and sealers.....		1	3		4
Concrete repair materials.....		1	3	2	6
Construction equipment.....	1			1	2
Erosion control materials.....	1				1
Joint materials.....		1	2	1	4
Snow and ice removal.....			1		1
Surface drainage.....	2				2
Traffic control.....	1	1	1		3
Underdrains.....	1		1		2
Totals.....	6	5	13	5	29

TABLE 45.—HIGHWAY RESEARCH PROJECTS IN WHICH THE DIVISION OF HIGHWAYS PARTICIPATED IN 1965.

Project No.	Name of Project	Purpose	Year Under-taken	See "Note" Below	
				Agency Conducting Project	Co-sponsors
2.....	Miscellaneous Highway Problems.....	Develop information useful in solution of miscellaneous highway problems.....	1940	3	1, 2, 3
5.....	Riveted and Bolted Structural Joints.....	Provide information for use in the design of riveted and bolted connections on bridges.....	1947	3	1, 2, 3, 4
6.....	Performance Survey of Pavement of Route US 66.....	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pavements.....	1949	1a	1, 2
7.....	Pavement Blowups.....	Provide information concerning the cuases of blowups, for use in developing remedies.....	1950	1a, 1g	.....
9.....	Impact on Highway Bridges.....	Provide information for design, on stresses caused by impact of present-day vehicles.....	1950	3	1, 2, 3
10.....	Prestressed Reinforced Concrete Highway Bridges.....	Determine behavior and develop information required for design and construction.....	1951	3	1, 2, 3
12.....	Soil Exploration and Mapping.....	Provide engineering soil information in the form of maps and reports to guide highway engineers in design and contruction.....	1951	3	1, 2, 3
13.....	Lean-mix Base Widening.....	Determine the economy of using a less-than-normal-cement-content portland cement concrete base widening on projects which include resurfacing with bituminous concrete.....	1951	1a, 1d, 1g	1, 2
15.....	Experimental Study of Pavement Slab Design, Joints, and Joint Sealing Compounds (Route US 66, Section 110X-5 South of Springfield).....	Develop by means of field experimentation, improved methods for portland cement concrete pavement construction and design. Evaluate the performance under heavy traffic of a bituminous concrete surface on a crushed-stone base.....	1951	1a, 1d, 1g	1, 2
27.....	Bituminous Surfacing on Flexible Base.....	Develop information to assist in determining: 1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed.	1952	1a	1, 2
28.....	AASHO Road Test.....	2. How to design pavements that will carry present and future traffic. 3. What share of highway costs should be borne by the operators of various classes of vehicles.	1955	1	1, 2
32.....	Bituminous Surfacing Investigation.....	Investigate the stability of bituminous mixtures, and the effects of mixing, transporting, placing, and weathering on the asphalt cement.....	1942	1d	.....
33.....	Paints, Enamels, and Sign Materials.....	Determine field performance of paints, enamels, and sign materials.....	.....	1d	.....
36.....	Continuously Reinforced Portland Cement Concrete Pavement.....	Determine the behavior and economic feasibility of continuous reinforcement in portland cement concrete pavement.....	1947(1d) 1961(1a)	1a, 1d	1, 2



TABLE 45.—Continued.

Project No.	Name of Project	Purpose	Year Under-taken	See "Note" Below	
				Agency Conducting Project	Co-sponsors
43.....	Sealing of Joints and Cracks in Portland Cement Concrete Pavement.....	Determine the need for and performance of various compounds for sealing and filling joints.....	1953	1a	.....
46.....	Soil-Aggregate Mixtures for Highway Pavement.....	Determine the effect of variables influencing the durability, stability, and wear resistance of soil-aggregate mixtures.....	1953	3	1, 2, 3
47.....	Chemical and Physico-Chemical Stabilization of Soils.....	Develop usage of chemicals in stabilizing natural soils as bases and subbases for pavement.....	1958	3	1, 2, 3
53.....	Vehicular Speed Regulation.....	Determine and evaluate factors involved in vehicular speed regulation; establish warrants for speed regulation and develop application procedures; and develop methods and devices for obtaining maximum compliance.....			
54.....	Flood Flows from Small Drainage Areas.....	Provide information that will aid in the scientific design of small drainage structures.....	1958	3, 1e, 1g	1, 2, 3
55.....	Warrants for Highway-highway Grade Separations.....	Develop a set of warrants for determining where grade separations for highways are justified, and to provide procedures for the analysis and application of the warrants.....	1955	5	1, 5
58.....	Equipment for Establishment and Maintenance of Roadside Cover.....	Develop and evaluate ideas for more effective and economical roadside development and maintenance equipment.....	1962	6	1, 2, 6
59.....	Widths and Cross Sections for Medians of Divided Highways.....	Determine minimum desirable widths and cross sections for medians of divided highways in relation to safety, service, and economy.....	1958	3, 1f, 1g	1, 2, 3
61.....	Left-hand On-and-off Ramps for Expressways and Freeways.....	Determine functional acceptability of left-hand exits and entrances to expressways and freeways, including geometrics and signing for maximum efficiency.....	1958	3	1, 2, 3
63.....	85 Percentile Speed Study.....	Validate and develop speed criteria for geometric design, and sign selection and placement for grade-separated interchanges and at-grade intersections.....	1959	6	1, 2, 6
64.....	Welded Highway Structures.....	Improve designs for welded highway structures and improve inspection and quality control.....	1959	1a	1, 2
65.....	Highway Drainage Laws and Practices.....	Assemble and analyze existing drainage laws and practices as a background for a general policy statement and manual of highway drainage practice.....	1959	3	1, 2, 3
66.....	Study of Woody and Herbaceous Plants for Roadside Cover.....	Select nursery grown plants best suited for attractive ground cover and erosion control of raw soil on steep slopes.....	1959	3, 1	1, 2, 3
67.....	Grasses and Their Establishment as Turf.....	Develop grass mixtures and methods of culture which will establish cover on raw growth-resistant soils within two growing seasons to minimize soil erosion.....	1959	3, 1	1, 2, 3
69.....	Traffic-Linkage Patterns.....	Evaluate and develop hypotheses concerning the traffic linkage relationships that exist between communities as exemplified by the Champaign-Urbana region.....	1959	3	1, 2, 3

70.....	Social Factors and Traffic.....	Develop a method for making an estimate of the trip generation potential of a population on the basis of its social characteristics..	1959	3	1, 2, 3
71.....	Traffic and Urban Land Values.....	Learn the influence on urban property values of changes in character and volume of traffic on a major street and highway network.....	1959	3	1, 2, 3
72.....	Prediction of Creep in Structural Concrete from Short-time Tests.....	Determine the usefulness of short-time sonic tests in predicting creep in structural concrete.....	1959	3	1, 2, 3
73.....	Mechanism of Fatigue Failure in Concrete.....	Determine some of the factors which influence the initiation and propagation of fatigue damage in concrete.....	1959	3	1, 2, 3
74.....	Road Smoothness.....	Improve riding quality of pavements through a systematized study of new and old pavements by means of a standardized device for measuring smoothness.....	1957	1a	1, 2
75.....	Seal Coats and Surface Treatments.....	Obtain basic information for evaluating bituminous material as related to seal coat and surface treatment aggregate.....	1961	3	1, 2, 3
76.....	Lime Stabilization.....	Determine if lime stabilization of soils is effective and economical in pavement construction in Illinois.....	1960	3	1, 2, 3
77.....	Imperfect Trench Method of Culvert.....	Check theory and provide quantitative values for design of this type of installation.....	1961	1a, 1g	1, 2, 7
78.....	County Road Identification and Rural House Numbering.....	Develop orderly and systematic methods of local and rural road identification and rural house identification.....	1962	1a	1, 2
79.....	Urethane Insulation of Bridge Decks.....	Determine practicability of applying urethane foam insulation to bridge decks to control icing and inhibit freeze-thaw deterioration.....	1961	1a, 1g	1, 2
80.....	Linseed-Oil Retreatments.....	Determine, by means of field experimentation, the value, the optimum spacing of cycles, and the optimum rate of application of linseed-oil retreatment of concrete bridges to extend the effectiveness of a treatment program to control damage from the use of de-icing salts.....	1963	1a, 1f, 1g	1, 2
83.....	Improved Quality Control in Highway Construction...	Develop a system for improved quality control in highway construction; test, evaluate, and adjust the system by application in construction; and formulate specification revisions necessary to implement system.....	1963	1a, 1d	1, 2
84.....	Correlation of the University of Illinois Pavement Test Track with the AASHO Road Test.....	Develop correlations between results obtained from the University of Illinois Pavement Test Track and some of findings of the AASHO Road Test for the purpose of providing an economic tool for the study of highway pavement performance.....	1964	3	1, 2, 3
87.....	Tolerable Levels of Headlight Glare as Related to Median Performance.....	Establish the tolerable level of headlight glare as a foundation upon which to base future research in the area of headlight glare as affected by median design features.....	1964	3	1, 2, 3
88.....	Expressway Surveillance.....	Determine, by means of operational studies, causes of congestion on high-volume expressways, investigate and determine ways to improve traffic flow by means of automatic traffic control measures, and evaluate resulting benefits.....	1961	1a, 1g	1, 2, 8, 9
91.....	Means for Improving Durability of Portland Cement Concrete.....	Investigate means of improving durability of portland cement concrete, primarily through use of better curing methods.....	1965	3	1, 2, 3
92.....	Control of Cracking of Concrete.....	Develop improved design and construction procedures to control the cracking of concrete structures and pavements.....	1965	3	1, 2, 3



TABLE 45.—Concluded.

Project No.	Name of Project	Purpose	Year Under-taken	See "Note" Below	
				Agency Conducting Project	Co-sponsors
93.....	Field Investigation of Prestressed Bridges .....	Investigate the behavior of prestressed concrete highway bridges under field conditions and relate this to existing theories and laboratory test results..... Develop guidelines and criteria for determining the applicabilities of current material beneficiation techniques, and explore and evaluate new techniques..... Evaluate the ductility test in terms of the basic mechanical properties of asphalt..... Relate the performance of studded winter tires on bare pavement surfaces to performance of regular tires and snow tires relative to safety of vehicle operation.....	1965	3	1, 2, 3
94.....	Materials Development and Utilization.....		1965	3	1, 2, 3
95.....	Relationship of the Ductility Test and Its Fundamental Mechanical Properties.....		1965	3	1, 2, 3
96.....	Studded Winter Tires.....		1965	1a	.....

Note: Agencies taking part in physical research activities:

1. Division of Highways  
a. Bureau of Research and Development  
b. Bureau of Construction  
c. Bureau of Design  
d. Bureau of Materials  
e. Bureau of Traffic  
f. Bureau of Maintenance  
g. Highway Districts
2. Bureau of Public Roads, United States Department of Commerce  
3. University of Illinois  
4. Research Council on Riveted and Bolted Joints  
5. United States Geological Survey  
6. Northwestern University  
7. Illinois Concrete Pipe Association  
8. Cook County  
9. City of Chicago

## XI. TRAFFIC

1. GENERAL.—Providing for traffic operation on State highways and administering the provisions of the Safety Responsibility Law are duties of the Bureau of Traffic. This work is accomplished by three sections established in the Bureau: (1) Traffic Operations, (2) Accident Research and Statistics, and (3) Safety Responsibility.

Details of the work performed under each of these sections are given in the following paragraphs and tables.

2. TRAFFIC OPERATIONS.—It is the responsibility of the Traffic Operations Section to purchase the equipment and supplies for the sign and zone marking program; check traffic signal plans and inspect all traffic signals installed with State or motor fuel tax funds; prepare specifications, check plans, and inspect the installation of all interstate signing projects; issue permits for vehicles and loads exceeding the legal maximum in size and weight; and conduct traffic engineering studies and investigations.

Traffic investigations, preparation of sign and signal plans, and maintenance of signs and pavement markings are operations at the district level.

(a) *Highway Signs*.—There were 346,000 signs on State highways exclusive of the interstate system at the end of 1965. Of these, 8,400 were newly erected signs, and 58,000 were rehabilitated and replaced during the year.

The State Penitentiary at Pontiac rehabilitated 1,000 signs. The penitentiary also sold to the Division 124,560 new signs of which 116,690 were aluminum, 5,080 were steel, and 2,790 were plywood. Reflectorization material was applied to 116,500 of these.

The district sign shops were supplied with 120,000 square feet of reflective material for reconditioning signs. Approximately 78,000 signs were rehabilitated in the district sign shops at an average cost of \$2.25 per sign, exclusive of reflectorizing material.

Contracts were let for signing interstate and conventional highways using Federal participation in the cost at the following locations:

- Interstate 55 and 74 around the west edge of Bloomington
- Interstate 74 between Galesburg and Knoxville
- Interstate 74 around the south edge of Danville
- Interstate 57 between Pesotum and Champaign
- Interstate 57 between Interstate 70 and Neoga
- Interstate 270 between Interstate 55 and Illinois 3
- Alternate US 30 and York Road interchange west of Chicago
- US 30 and Illinois 47 interchange west of Aurora

(b) *Pavement Marking*.—The method of applying the standard centerline and lane line markings consisting of 15 feet of white followed by 25 feet of black paint in one operation was continued during 1965. The yellow no-passing zone lines were also applied simultaneously with the centerlines.



TRAFFIC

Beads were applied to the white and yellow lines. The average cost of application of zone marking was \$9.86 per mile.

In addition to painted pavement marking, approximately 1,151,800 lineal feet of thermoplastic lines were applied, consisting of approximately 4,700 feet of twenty-four inch white solid lines, 28,300 feet of twelve-inch white solid lines, 61,900 feet of eight-inch white solid lines, 331,900 feet of five-inch white dash lane lines, 133,500 feet of four-inch white center and edge lines, 572,400 feet of three-inch white edge line, and 19,100 feet of four-inch yellow barrier lines. Total bid price for the two contracts was \$383,818.15.

The following tabulation shows quantities, mileages, and cost of the zone marking program for 1965:

Types of Material	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	Cost per Mile <sup>1</sup>
Tar.....	6,902	57,521	.....	<sup>2</sup> \$22,320.16	\$13.09
Asphalt.....	8,455	84,250	.....	237,790.50	14.33
White (Dash).....	16,119	134,057	609,163	424,778.64	26.35
White (Solid).....	571	12,227	55,893	30,482.28	53.38
White (Edge).....	28,433	430,610	1,871,875	1,116,780.34	39.28
NPZ Yellow.....	2,960	63,029	299,698	<sup>2</sup> 147,630.18	59.74
Double Yellow.....	742	27,508	121,406	74,158.30	99.94
Totals.....	64,182	809,202	2,958,035	\$1,853,940.40	.....

<sup>1</sup> Cost per mile is based on application and material costs as if each line were run separately. Application costs were \$9.86 per mile.

<sup>2</sup> Contains only material costs since these lines were marked simultaneously with, and were accessory to, the white dash line.

(c) *Traffic Signals*.—At the close of 1965, there was a total of 3,200 traffic control signals, 282 flashing beacons, and 500 flashing school crossing signals in place on all State highways. The traffic control signals consisted of 1,920 fixed-time and 1,280 actuated signals, most of which were installed by municipal authorities with motor fuel tax funds.

The following new installations were made with State funds during 1965:

TRAFFIC CONTROL SIGNALS

- US 45 and Illinois 59A south of Mundelein
- US 45 and Deerfield Road west of Deerfield
- Illinois 64 and Bloomingdale Road south of Glendale Heights
- Illinois 120 and O'Plain Road west of Park City
- US 30 and Larkin Avenue in Crest Hill
- US 30 and Washington Street in Joliet
- Illinois 59 and Batavia Road east of Batavia
- US 51 and Harlem Road north of Rockford
- Harrison Avenue and Alpine Road south of Rockford
- 99th Street and Crawford Avenue east of Oak Lawn
- Interstate 57 Ramps and Illinois 149 west of West Frankfort
- Interstate 57 Ramps and Illinois 14 west of Benton
- US 34 and Gunderson Avenue in Berwyn
- US 34 and Clarence Avenue in Berwyn
- US 34 and Clinton Avenue in Berwyn
- US 30 and Washington Street east of Joliet

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FLASHING BEACONS

Illinois 1 and Illinois 33 in Gordon  
US 50 and Illinois 130 south of Olney

Contracts were also awarded for alteration and rehabilitation of many previously installed signals because of the increased capacity requirements.

The contract for maintenance of traffic signals, lighting systems, and pumping station systems in District 1 and 10, amounting to \$2,486,391.30, was awarded for the first year of the biennium.

(d) *Permits.*—During 1965, 65,757 permits were issued for the transportation over State highways of vehicles and loads whose dimensions or weights exceeded the legal maximum. This compares with a total of 56,429 permits issued during 1964. The Chicago office issued 6,642 permits; Effingham, 2,464; and Springfield, 56,651.

(e) *Engineering Traffic Studies and Investigations.*—A total of 71,293 man-days were used on traffic studies and investigations in 1965. Most of these studies were made at high-accident locations, intersections, and speed zone areas.

(f) *Expenditures and Costs.*—Expenditures and costs are summarized in several tables of this section. Table 46 shows total expenditures and costs for traffic operations for 1965. Tables 47 and 48 compare the 1964 and 1965 costs for traffic operations according to the type of work, exclusive of costs of expressways; Table 49 shows traffic operation costs of expressways; and Table 50 shows construction funds expended by authorization for traffic control during 1965.

TABLE 46.—EXPENDITURES AND COSTS DURING 1965 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct charges:		
Upkeep of signs, signals, markings, and lighting.....	\$7, 027, 072.82	<sup>1</sup> \$7, 039, 472.51
Administration and engineering:		
District offices.....	1, 977, 420.24	1, 977, 420.24
Bureau offices.....	360, 620.10	360, 620.10
Subtotal.....	\$9, 365, 113.16	\$9, 377, 512.85
Equipment.....	365, 300.31	<sup>2</sup> 163, 566.63
Interdepartmental charges.....	<sup>3</sup> 185.00	
Less credits.....		169, 160.31
Total.....	\$9, 730, 598.47	\$9, 371, 919.17

<sup>1</sup> Costs obtained as follows:  
Actual expenditures..... \$7, 027, 072.82  
Less December 1964 payroll paid in January 1965..... 68, 065.24  
\$6, 959, 007.58  
Add December 1965 payroll paid in January 1966..... 80, 464.93  
Costs shown above..... \$7, 039, 472.51

<sup>2</sup> Equipment depreciation figured on straight-line basis.  
<sup>3</sup> Refunds for disallowed highway traffic permits.



TABLE 47.—COMPARISON OF TRAFFIC OPERATION COSTS FOR INTERSTATE HIGHWAYS FOR 1964 AND 1965.

Account	1964 Costs <sup>1</sup> for 554.90 miles			1965 Costs <sup>1</sup> for 626.68 miles			Change	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs.....	\$161,180.73	50.51	\$290.47	\$185,977.65	58.84	\$296.76	\$+24,796.92	\$+ 6.29
Pavement marking.....	122,588.50	38.42	220.92	90,249.14	28.56	144.01	-32,339.36	-76.91
Highway lighting.....	23,760.96	7.45	42.82	32,906.18	10.41	52.51	+ 9,145.22	+ 9.69
Traffic signals.....	11,559.42	3.62	20.83	6,929.80	2.19	11.06	- 4,629.62	- 9.77
Total costs.....	\$319,089.61	100.00	\$575.04	\$316,062.77	100.00	\$504.34	\$- 3,026.84	\$-70.70

<sup>1</sup> Costs include administrative expense of district offices and a pro rata share of the central office expenses.

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TABLE 48.—COMPARISON OF TRAFFIC OPERATION COSTS FOR REGULAR HIGHWAYS FOR 1964 AND 1965.

Account	1964 Costs <sup>1</sup> for 14,314.49 miles			1965 Costs <sup>1</sup> for 14,330.71 miles			Change	
	Total	Per Cent of Total	Per Mile	Total <sup>2</sup>	Per Cent of Total	Per Mile	Total	Per Mile
Signs.....	\$2,895,991.65	48.76	\$202.31	\$3,677,095.02	54.39	\$256.59	\$+781,103.37	\$+54.28
Pavement markings.....	1,969,507.29	33.16	137.59	1,895,871.99	28.04	132.29	- 73,635.30	- 5.30
Highway lighting.....	94,944.10	1.60	6.63	119,790.13	1.77	8.36	+ 24,846.03	+ 1.73
Traffic signals.....	979,022.62	16.48	68.39	1,067,922.30	15.80	74.52	+ 88,899.68	+ 6.13
Total costs.....	\$5,939,465.66	100.00	\$414.92	\$6,760,679.44	100.00	\$471.76	\$+821,213.78	\$+56.84

<sup>1</sup> Costs include administrative expense of district offices and a pro rata share of the central office expenses.

<sup>2</sup> Traffic operation cost for 1965 of \$6,760,679.44, shown above, is \$53,188.01 less than that shown in Table 34, Maintenance. This difference was caused by crediting regular highway maintenance with \$53,188.01 for thermoplastic lining in the maintenance tables when it should have been credited to expressway cost.

TABLE 49.—COMPARISON OF TRAFFIC OPERATION COST FOR EXPRESSWAYS FOR 1964 AND 1965.

Account	1964 Costs for 90.10 miles			1965 Costs for 105.13 miles			Change	
	Total	Per Cent of Total	Per Mile	Total <sup>1</sup>	Per Cent of Total	Per Mile	Total	Per Mile
Signs.....	\$222,590.79	13.16	\$2,470.48	\$268,799.62	11.71	\$2,556.83	\$+ 46,208.83	\$+ 86.35
Pavement marking.....	41,099.60	2.43	456.16	54,206.08	2.36	515.61	+ 13,106.48	+ 59.45
Highway lighting.....	680,512.80	40.23	7,552.86	915,199.18	39.88	8,705.41	+234,686.38	+1,152.55
Traffic signals.....	30,484.47	1.80	338.34	39,218.74	1.71	373.05	+ 8,734.27	+ 34.71
Emergency patrol.....	717,019.50	42.38	7,958.04	1,017,753.34	44.34	9,680.90	+300,733.84	+1,722.86
Total.....	\$1,691,707.16	100.00	\$18,775.88	\$2,295,176.96	100.00	\$21,831.80	\$+603,469.80	\$+3,055.92

<sup>1</sup> The traffic operation cost for 1965 of \$2,295,176.96 shown above is \$53,188.01 greater than the figure shown in Table 00, Maintenance. This difference was caused by crediting regular highway maintenance with \$53,188.01 in the maintenance tables for thermoplastic lining when it should have been credited to expressways costs.



TRAFFIC

TABLE 50.—TRAFFIC CONTROL CONSTRUCTION BY AUTHORIZATION DURING 1965.

District	Amount
1.....	\$137,712.15
2.....	44,469.19
3.....	125,803.69
4.....	58,428.63
5.....	137,822.38
6.....	70,444.70
7.....	39,012.11
8.....	155,320.47
9.....	39,640.42
10.....	357,061.49
Total.....	\$1,165,715.23

3. ACCIDENT STATISTICS.—The purpose of the Accident Statistics Section is to take information from accident reports, convert it into communications and statistics, and disseminate the information to all interested individuals and agencies. Accident information was taken from drivers' reports and distributed as in former years with 817 cases called to the attention of district engineers for correcting alleged deficient highways or for apprehending those who damaged highway structures. Accident records were furnished the districts for studying 443 specific locations.

Over 650 State-wide urban-rural traffic accident statistical summaries were distributed each month. A national standard form for statistical summaries was utilized to issue monthly, semiannual, and annual summaries of all accident details, on a State-wide basis. Semi-annual lists of accident statistics arranged by county and city were also prepared. Information was collected and made available to engineering personnel and the research analyst for special studies on the following subjects:

- Small Car Accidents
- Winter Accidents
- Pedestrian Accidents
- Drinking Driver Accidents
- Nighttime Accidents
- Railroad Grade Crossing Accidents
- Interstate System Accident Research
- Accident Rates at Rural Primary Highway Intersections
- Accident Rates before and after Channelization
- Accident Rates before and after Rumble Strips
- Accidents Due to Wrong-Way Movements on Expressways
- Accidents for Operation "66"
- Accident Rates before and after Highway Lighting
- Accident Rates before and after Speed Zoning
- Intersection Accidents on Partially Access Controlled Rural Routes with Wide Medians

## TRAFFIC

### Single Vehicle Accidents Average Accident Rates for Various Types of Highways Ran-off-roadway Study

To keep pace with an aggressive State-wide program of traffic safety activities, services were furnished to several governmental agencies. A great number and variety of statistical data were furnished to the Traffic Safety Section. Monthly statistical summaries were compiled for enforcement purposes for the State Highway Police. Notice of physical defects of drivers involved in accidents was supplied to the Secretary of State. Notice of each driver involvement in an accident was similarly supplied.

One-hundred-fifty thousand copies of a leaflet entitled "Accident Facts", which displayed annual and other pertinent accident statistics in popular style, were printed and distributed.

The number of traffic accidents occurring in cities and rural areas (rural areas include incorporated places of less than 2,500 population) is shown in the following tabulation:

Location	Number of Accidents		Per Cent Increase
	1964	1965	
City of Chicago.....	136, 939	146, 557	7.0
Cities of 2,500 to 500,000.....	92, 715	119, 309	28.7
Rural Areas.....	51, 510	58, 206	13.0
Total.....	281, 164	324, 072	15.3

A comparison of the injuries, deaths, and death rate from motor vehicle traffic accidents for 1964 and 1965 follows:

Item	1964	1965	Per Cent Increase
Fatalities.....	2, 207	2, 256	2.2
Persons Injured.....	134, 163	145, 544	8.5
Vehicle Travel <sup>1</sup> .....	42, 519	44, 180	3.9
Death Rate <sup>2</sup> .....	5.2	5.1	-1.9

<sup>1</sup> Millions of vehicle miles.

<sup>2</sup> Deaths per hundred million miles of travel.



# TRAFFIC

STATE OF ILLINOIS

OTTO KERNER, Governor

DEPARTMENT OF PUBLIC WORKS  
AND BUILDINGS ★ Division of  
Highways

ILLINOIS MOTOR  
VEHICLE DEATHS  
YEAR 1965

## LEGEND

- Indicates Decrease
- Indicates No Change
- Indicates Increase

Figures in each county  
represent the number of  
persons killed during the  
year 1965

Total killed **2,256**

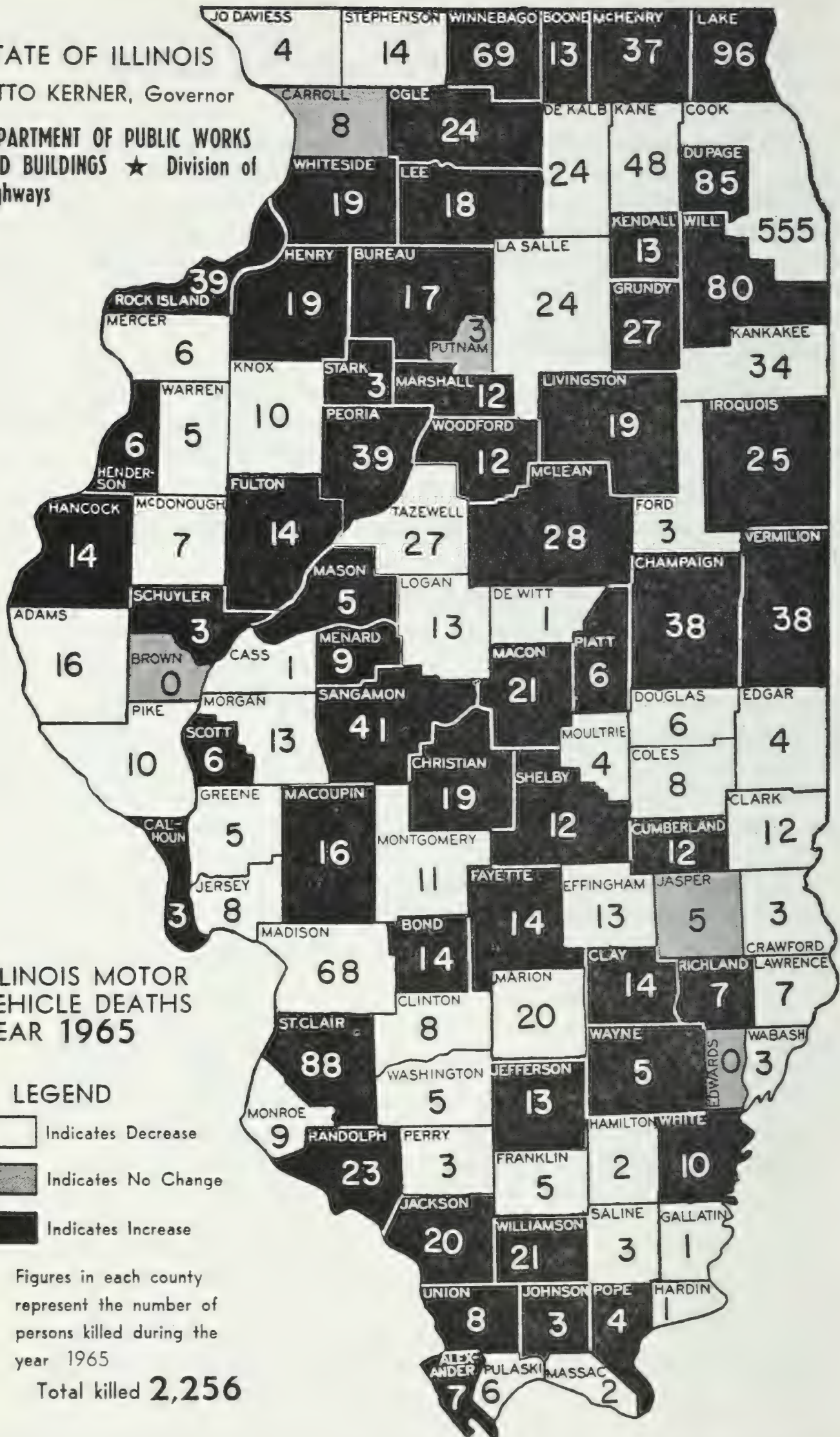


Figure 11.—Deaths in each county resulting from motor vehicle accidents in 1965.



TRAFFIC

Various aspects concerning motor vehicle traffic accidents in Illinois are summarized in the charts and tables of this section. Figure 11 shows the geographical distribution of fatalities in Illinois. Table 51 lists the factors contributing to rural accidents. Table 52 gives the type of accident, and Table 53 summarizes accident statistics in cities.

TABLE 51.—CIRCUMSTANCES CONTRIBUTING TO MOTOR VEHICLE ACCIDENTS IN 1965.

Circumstances Contributing to Accidents	Total Accidents		Fatal Accidents	
	Number	Per Cent	Number	Per Cent
Speed too fast.....	7,615	20.9	244	28.1
Followed too closely.....	6,133	16.9	20	2.3
Drove left of center.....	4,089	11.2	184	21.2
Failed to yield right-of-way.....	3,884	10.7	103	11.9
Passed stop sign.....	3,297	9.1	88	10.1
Other improper driving.....	2,971	8.2	43	4.9
Improper overtaking.....	2,948	8.1	70	8.1
Disregarded traffic signal.....	1,727	4.7	16	1.8
Had been drinking.....	1,643	4.5	87	10.0
Made improper turn.....	1,255	3.4	5	0.6
Inadequate brakes.....	703	1.9	2	0.2
Improper lights.....	139	0.4	7	0.8
Total.....	36,404	100.0	869	100.0

Includes only accidents occurring on Interstate, US, or Illinois numbered routes traversing rural areas and cities having less than 2,500 population.

TABLE 52.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1965 BY TYPE OF COLLISION WITH RESULTING INJURIES AND DEATHS.

Type of Accident	Accidents		Persons Killed		Persons Injured	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian.....	10,782	3.3	342	15.2	10,877	7.5
Motor vehicle in traffic.....	226,223	69.8	1,038	46.0	106,416	73.1
Parked motor vehicle.....	48,335	14.9	20	0.9	5,129	3.5
Railroad train.....	610	0.2	132	5.9	325	0.2
Bicyclist.....	2,210	0.7	30	1.3	2,331	1.6
Animal.....	1,251	0.4	1	0.0	287	0.2
Fixed object.....	13,652	4.2	285	12.6	6,665	4.6
Other object.....	2,046	0.6	3	0.1	764	0.5
Overtaken in road.....	1,046	0.3	31	1.4	810	0.6
Ran off road.....	16,487	5.1	355	15.7	11,024	7.6
Other noncollision.....	1,430	0.5	19	0.9	916	0.6
Total.....	324,072	100.0	2,256	100.0	145,544	100.0



## TRAFFIC

4. SAFETY RESPONSIBILITY.—The purpose of the Safety Responsibility Section is to conduct all surveillance and procedure on the accident reports having to do with insurance requirements. The Uniform Act Regulating Traffic on Highways requires drivers and owners of vehicles involved in accidents which result in property damage in excess of \$100 to any one person or in death or personal injury to file accident reports with the Department of Public Works and Buildings. The Safety Responsibility Section of the Bureau of Traffic receives these reports, determines the financial responsibility status of the owners and operators, and certifies to the Secretary of State the names of those who fail to provide proof of financial responsibility.

In 1965, 324,072 motor vehicle accidents occurred of which 284,278 were reported by drivers. Of those reported, 28,420 were of less than minimum property damage and no action was taken, but the remaining cases were processed for compliance with the Safety Responsibility Law. From these accident cases, the names of 62,755 persons were certified to the Secretary of State to deposit security. Of these persons, 27,079 belatedly complied with the law and actions in their cases were rescinded.

# TRAFFIC

TABLE 53.—REPORTED TRAFFIC ACCIDENTS IN 1965 IN CITIES OF 5,000 OR MORE POPULATION.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Addison.....	6,741	401	5	5	159	299	237
Alton.....	43,047	1,120	5	5	367	530	748
Arlington Heights..	27,878	642	3	3	218	372	421
Aurora.....	63,715	2,354	8	10	743	1,091	1,603
Barrington.....	5,434	156			46	69	110
Bartonville.....	7,253	223	1	1	69	99	153
Batavia.....	7,496	164			50	71	114
Beardstown.....	6,294	90	1	1	32	46	57
Belleville.....	37,264	1,280	2	2	389	546	889
Bellwood.....	20,729	449	1	1	156	236	292
Belvidere.....	11,223	256			80	130	176
Bensenville.....	9,141	563	2	2	167	276	394
Benton.....	7,023	131			37	50	94
Berkeley.....	5,792	63			19	29	44
Berwyn.....	54,224	1,149	3	3	350	519	796
Bloomington.....	36,271	1,471	4	4	472	676	995
Blue Island.....	19,618	577	4	4	196	280	377
Bradley.....	8,082	217	1	1	88	137	128
Bridge View.....	7,334	228	4	4	101	161	123
Broadview.....	8,588	208			63	93	145
Brookfield.....	20,429	362	2	2	125	173	235
Cahokia.....	15,829	235	3	5	100	175	132
Cairo.....	9,348	263	1	1	55	93	207
Calumet City.....	25,000	1,064	6	8	330	516	728
Calumet Park.....	8,448	166			64	105	102
Canton.....	13,588	271	2	2	80	124	189
Carbondale.....	14,670	490	3	3	177	269	310
Carlinville.....	5,440	64	1	1	22	34	41
Carmi.....	6,152	136	1	1	36	60	99
Carpentersville....	17,424	180			61	89	119
Centralia.....	13,904	352	3	3	117	184	232
Centreville.....	12,769	87	2	2	46	73	39
Champaign.....	49,583	2,042	4	4	584	872	1,454
Charleston.....	10,505	253	1	1	74	101	178
Chicago.....	3,550,404	146,557	285	302	29,713	43,286	116,559
Chicago Heights....	34,331	969	5	5	335	524	629
Chicago Ridge.....	5,748	138			54	88	84
Cicero.....	69,130	1,573	3	3	482	697	1,088
Clarendon Hills....	5,885	137	3	3	60	110	74
Clinton.....	7,355	107			22	31	85
Collinsville.....	14,217	304	3	3	75	122	226
Crest Hill.....	5,887	121			61	111	60
Creve Coeur.....	6,684	106	2	2	46	85	58
Crystal Lake.....	8,314	173	1	1	49	93	123
Danville.....	41,856	1,813	6	6	471	693	1,336
Decatur.....	78,004	3,058	4	4	1,031	1,552	2,023
Deerfield.....	11,786	276			83	139	193
DeKalb.....	18,486	486			118	167	368
Des Plaines.....	34,886	1,806	6	9	619	1,003	1,181
Dixon.....	19,565	439	1	1	105	155	333
Dolton.....	18,746	348	2	2	131	233	215
Downers Grove....	21,154	560	2	2	206	315	352
DuQuoin.....	6,558	113	1	1	29	43	83
East Alton.....	7,630	247	1	1	99	164	147
East Moline.....	16,732	668	3	3	191	266	474
East Peoria.....	12,310	581	7	7	199	323	375
East St. Louis.....	81,712	2,938	18	19	1,013	1,597	1,907
Edwardsville.....	9,996	222	3	3	72	109	147
Effingham.....	8,172	204			38	62	166
Elgin.....	49,447	1,347	5	5	386	602	956
Elk Grove Village..	6,608	273			76	126	197
Elmhurst.....	36,991	1,186	1	2	410	664	775
Elmwood Park.....	23,866	571			232	353	339
Evanston.....	79,283	2,360	4	4	670	922	1,686
Evergreen Park....	24,178	713			244	404	469
Fairfield.....	6,362	131	1	1	29	38	101
Flora.....	5,331	100			23	36	77
Forest Park.....	14,452	449	1	1	133	204	315



# TRAFFIC

TABLE 53.—Continued.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Franklin Park . . . . .	18,322	784	2	3	261	394	521
Freeport . . . . .	26,628	688	1	1	223	285	464
Galesburg . . . . .	37,243	966	3	3	290	412	673
Geneseo . . . . .	5,169	92			17	20	75
Geneva . . . . .	7,646	250	1	1	54	76	195
Glen Ellyn . . . . .	15,972	458	5	6	185	299	268
Glencoe . . . . .	10,472	144			51	82	93
Glenview . . . . .	18,132	577			181	267	396
Granite City . . . . .	40,073	820	5	7	284	407	531
Harrisburg . . . . .	9,171	161			39	53	122
Harvey . . . . .	29,071	1,207	5	5	410	626	792
Harwood Heights . . . . .	5,688	147			62	93	85
Hazel Crest . . . . .	6,205	120	1	1	42	81	77
Herrin . . . . .	9,474	194	2	3	65	87	127
Highland Park . . . . .	25,532	930			299	480	631
Hillside . . . . .	7,794	267	2	2	93	164	172
Hinsdale . . . . .	12,859	414			109	155	305
Hoffman Estates . . . . .	7,554	79	1	1	28	42	50
Hometown . . . . .	7,479	65			25	38	40
Homewood . . . . .	13,371	384	1	1	112	177	271
Hoopeston . . . . .	6,606	113			35	59	78
Jacksonville . . . . .	21,690	550	4	4	150	204	396
Jerseyville . . . . .	7,420	162			51	76	111
Joliet . . . . .	66,780	2,277	8	8	761	1,161	1,508
Kankakee . . . . .	27,666	1,194	1	1	378	586	815
Kewanee . . . . .	16,324	392			114	160	278
LaGrange . . . . .	15,285	546			170	262	376
LaGrange Park . . . . .	13,793	180			66	100	114
Lake Forest . . . . .	10,687	432	2	2	146	275	284
Lansing . . . . .	18,098	459			140	215	319
LaSalle . . . . .	11,897	225			52	77	173
Lawrenceville . . . . .	5,492	104	2	3	23	36	79
Libertyville . . . . .	8,560	217	1	2	66	102	150
Lincoln . . . . .	16,890	291	2	2	89	148	200
Lincolnwood . . . . .	11,744	666	1	1	268	426	397
Litchfield . . . . .	7,330	133	3	4	39	57	91
Lockport . . . . .	7,560	280	3	5	86	143	191
Lombard . . . . .	22,561	526			204	325	322
Loves Park . . . . .	9,086	435	1	3	112	188	322
Lyons . . . . .	9,936	313			111	161	202
Macomb . . . . .	12,135	328			80	107	248
Madison . . . . .	6,861	157			41	55	116
Marion . . . . .	11,274	238	1	1	72	122	165
Markham . . . . .	11,704	154			66	118	88
Mattoon . . . . .	19,088	395			126	193	269
Maywood . . . . .	27,330	770	2	2	273	415	495
Melrose Park . . . . .	22,291	868	1	1	307	473	560
Mendota . . . . .	6,154	95			27	41	68
Metropolis . . . . .	7,339	69	1	1	20	23	48
Midlothian . . . . .	6,605	174			67	108	107
Moline . . . . .	42,705	2,364	7	7	601	852	1,756
Monmouth . . . . .	10,372	254			66	102	188
Morris . . . . .	7,935	158			36	44	122
Morton . . . . .	5,325	162			29	45	133
Morton Grove . . . . .	20,533	861	3	4	315	517	543
Mount Carmel . . . . .	8,594	220	1	1	45	60	174
Mount Prospect . . . . .	18,906	675	2	2	232	359	441
Mount Vernon . . . . .	15,566	505			140	203	365
Mundelein . . . . .	10,526	230	1	1	78	133	151
Murphysboro . . . . .	8,673	176	2	2	41	74	133
Naperville . . . . .	12,933	282	1	1	87	127	194
Niles . . . . .	20,393	1,160	1	1	389	615	770
Normal . . . . .	13,357	244			96	138	148
Norridge . . . . .	14,087	253	1	1	89	138	163
North Chicago . . . . .	20,517	450	3	4	132	187	315
North Riverside . . . . .	7,989	254			78	118	176
Northbrook . . . . .	11,635	335	1	1	130	205	204
Northlake . . . . .	12,318	357	1	1	135	199	221
Oak Lawn . . . . .	27,471	998	3	3	345	580	650
Oak Park . . . . .	61,093	1,807	3	3	645	986	1,159

TRAFFIC

TABLE 53.—Concluded.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Olney.....	8,780	214	1	1	59	89	154
Ottawa.....	19,408	533	.....	.....	118	164	415
Palatine.....	11,504	366	1	1	119	172	246
Pana.....	6,432	108	.....	.....	33	44	75
Paris.....	9,823	201	.....	.....	64	112	137
Park Forest.....	29,993	387	1	1	129	200	257
Park Ridge.....	32,659	771	3	4	229	342	539
Pekin.....	28,146	801	.....	.....	275	381	526
Peoria.....	103,162	3,904	11	13	1,265	1,843	2,628
Peoria Heights.....	7,064	75	.....	.....	28	48	47
Peru.....	10,460	351	.....	.....	83	132	268
Pontiac.....	8,435	168	.....	.....	49	63	119
Princeton.....	6,250	79	.....	.....	19	24	60
Quincy.....	43,793	1,034	5	6	319	452	710
Rantoul.....	22,116	251	.....	.....	71	97	180
River Forest.....	12,695	580	2	2	172	277	406
River Grove.....	8,464	383	2	2	146	232	235
Riverdale.....	12,008	267	.....	.....	87	141	180
Riverside.....	9,750	238	.....	.....	91	135	147
Robbins.....	7,511	86	3	3	36	45	47
Robinson.....	7,226	125	.....	.....	34	56	91
Rochelle.....	7,008	141	.....	.....	42	59	99
Rock Falls.....	10,261	205	.....	.....	57	73	148
Rock Island.....	51,863	2,115	4	4	676	995	1,435
Rockford.....	126,706	6,500	13	14	1,658	2,431	4,829
Rolling Meadows...	10,879	96	.....	.....	26	41	70
Round Lake Beach...	5,011	36	.....	.....	18	24	18
Salem.....	6,165	151	.....	.....	37	54	114
Schiller Park.....	5,687	439	1	1	159	251	279
Skokie.....	59,364	2,705	1	1	1,033	1,585	1,671
South Holland.....	10,412	233	1	2	78	130	154
Spring Valley.....	5,371	100	.....	.....	27	38	73
Springfield.....	83,271	3,674	11	11	1,141	1,727	2,522
St. Charles.....	9,269	361	1	1	127	187	233
Steger.....	6,432	86	1	2	38	63	47
Sterling.....	15,688	436	2	2	133	190	301
Stickney.....	6,239	121	1	1	36	54	84
Streator.....	16,868	278	.....	.....	106	160	172
Summit.....	10,374	303	.....	.....	83	125	220
Sycamore.....	6,961	145	.....	.....	31	46	114
Taylorville.....	8,801	226	1	1	69	94	156
Tinley Park.....	6,392	83	.....	.....	21	25	62
Urbana.....	27,294	856	2	2	238	329	616
Vandalia.....	5,537	143	.....	.....	39	62	104
Venice.....	5,380	117	.....	.....	36	56	81
Villa Park.....	20,391	441	1	1	182	305	258
Washington.....	5,919	75	.....	.....	19	27	56
Washington Park...	6,601	75	1	1	27	51	47
Watseka.....	5,219	85	.....	.....	25	40	60
Waukegan.....	55,719	1,438	6	6	475	740	957
West Chicago.....	6,854	127	.....	.....	36	49	91
West Frankfort.....	9,027	198	1	1	54	85	143
Westchester.....	18,092	299	.....	.....	111	161	188
Western Springs...	10,838	163	1	1	48	74	114
Westmont.....	5,997	129	.....	.....	40	56	89
Wheaton.....	24,312	568	.....	.....	188	288	380
Wheeling.....	7,169	168	1	1	72	112	95
Wilmette.....	28,268	677	1	2	222	327	454
Winnetka.....	13,368	497	.....	.....	112	157	385
Wood River.....	11,694	333	3	3	106	165	224
Woodstock.....	8,897	225	1	1	68	93	156
Worth.....	8,196	136	.....	.....	50	72	86
Zion.....	11,941	249	5	5	86	137	158



## XII. MACHINERY

1. GENERAL.—The Bureau of Machinery is one of the bureaus within the Division of Highways and consequently it is under the administration of the Chief Highway Engineer. The executive officer of the Bureau of Machinery is the Superintendent of Transportation who provides the centralized control and general supervision of the operation of the State highway garages.

These garages are located at the following cities :

Elgin	Champaign
Dixon	Springfield (Central Garage)
Ottawa	Effingham
Watseka	East St. Louis
Peoria	Carbondale
Monmouth	North Chicago, 4051 Harlem Avenue
Paris	South Chicago, 159th and Crawford Avenue

In addition to the garages listed above, four service stations are operated in Chicago and six others in the surrounding metropolitan area. These are located in maintenance yards for convenience in servicing State trucks and cars.

Since the State service facilities are conveniently located in each part of the State, the Governor has announced a policy to the effect that repairs and service to State vehicles should be obtained at these State garages and service stations except in cases of emergency.

2. RESPONSIBILITY.—The responsibility of the Bureau of Machinery is to develop general policies for operation of the State highway garages; to make requisitions for automotive vehicles and equipment; to prepare requisitions and specifications for equipment, repairs, and supplies needed for servicing State-owned vehicles; to analyze bids for repairs, supplies, and motor vehicles and prepare letters of recommendation to the Department of Finance for the Chief Highway Engineer; to review invoices for work on State vehicles made outside the State garages; to develop and maintain accounting records for administering the State Garage Revolving Fund; to maintain operating cost of each motor vehicle operated under the executive branch of the State Government; to make periodic reviews of garage operation to see that the State garages are operated in accordance with the policies of the Bureau; and to process the purchases of motor vehicles for all agencies under the Governor.

The direct responsibility for the operation of the Central Garage in Springfield is vested in the Bureau of Machinery and correspondence concerning its operations processed through the Superintendent

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of Transportation while correspondence concerning the other garages and service stations is directed through the respective district engineer who is responsible for the direct operation and maintenance of these facilities in his district.

3. STATE GARAGE REVOLVING FUND.—In 1941 the State enacted legislation to establish the State Garage Revolving Fund in the State Treasury. The purpose of its establishment was to eliminate the use of highway funds for servicing vehicles belonging to other State agencies; to establish better administrative control in State garage operation; and to operate the State garages on an efficient and self-sustaining basis.

As directed by State legislation all costs of operating the State garages are paid from the State Garage Revolving Fund and controlled by appropriations by the General Assembly from this fund.

A depreciation charge on machinery and equipment is recorded monthly to present the financial position of the fund and the operating costs of the garages in a true light.

The balance sheet, Table 54, gives the status of the State Garage Revolving Fund at the end of each of the years 1964 and 1965.

TABLE 54.—BALANCE SHEET FOR STATE GARAGE REVOLVING FUND.

Items	At December 31	
	1964	1965
ASSETS		
Current Assets:		
Cash.....	\$ 231,483.04	\$ 298,123.49
Accounts receivable.....	548,063.75	680,237.83
Inventories.....	488,180.90	469,173.61
Fixed Assets:		
Garage machinery and equipment (Cost).....	330,567.15	334,443.61
Office equipment (Cost).....	52,256.04	53,087.36
Passenger cars and trucks (Cost).....	100,078.51	106,679.04
Less Reserve for depreciation.....	307,866.51	327,595.81
Total Assets.....	\$1,442,762.88	\$1,614,149.13
LIABILITIES		
Current Liabilities:		
Accounts payable.....	\$ 127,835.04	\$ 243,683.90
Accrued payrolls.....	48,306.21	50,419.87
Total Liabilities.....	\$ 176,141.25	\$ 294,103.77
SURPLUS		
Earned surplus.....	\$1,266,621.63	\$1,320,045.36
Total liabilities and surplus.....	\$1,442,762.88	\$1,614,149.13

4. STATE VEHICLES SERVICED.—A total of 6,701 State-owned vehicles was on hand at December 31, 1965. Included in this total were 560 passenger cars and 2,613 trucks operated by the Division of Highways.



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The Bureau of Machinery keeps equipment records on all State-owned vehicles and prepares semiannual operating costs for review of respective agencies in which ownership is vested. Table 55 shows detailed operating costs for Division of Highways vehicles.

5. SERVICES, INVENTORIES, EQUIPMENT, AND STATISTICS.—The employment of experienced and qualified personnel in the 14 State garages, the prompt service and repair, and periodic inspection insure that State vehicles are kept in the best operating condition at all times.

(a) *Services*.—The service provided for State vehicles includes servicing with gasoline, oil, and antifreeze; washing and polishing; installing and charging batteries; lubrication; motor tune-ups; brake adjustment and relining; tire and tube repair and installation; wheel balancing, painting, body repairs, and fender work; safety inspection; inspecting new vehicles; motor overhauling; and installation of new motors.

(b) *Inventories*.—A complete inventory of all parts, accessories, and supplies is maintained in each garage. The record is kept by means of a card system which facilitates determining the number of parts in stock at any time; keeping an adequate supply of fast moving items; and furnishing a simple method of making the inventory.

An inventory is taken at each garage once a year on rotating, unscheduled basis by the Chief Accountant and other representatives of the Bureau of Machinery. The foreman of each garage is responsible for whatever other inventories he deems necessary in the operation of his garage.

Each garage is required to forward monthly physical inventories on tires, tubes, batteries, gasoline, oil, and antifreeze. These reports furnish the Bureau with a guide for purchasing the items needed. In addition, they supplement the monthly garage report with indication of overage or shrinkage occurring during the month.

(c) *Equipment*.—State-owned automotive equipment is kept in the best operating condition possible by careful servicing, repairing, and inspecting. Passenger cars are inspected in January and July while trucks are inspected in April and October each year.

Whenever necessary new garage equipment is purchased to service new model cars or to replace obsolete or worn-out items.

(d) *Statistics*.—The 14 State garages forwarded to the Bureau of Machinery 6,180 requisitions for parts, equipment, and supplies during 1965. These requisitions necessitated the issuance by the Bureau of 4,688 orders to 455 vendors for delivery of the items needed. Approximately 65,250 job invoices and 153,230 gasoline, oil, and antifreeze tickets were also issued. The total volume of sales by the State Garage Revolving Fund in 1965 was \$2,880,900.99. A net profit after depreciation of \$90,302.50 was recorded for the year's operation.

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TABLE 55.—OPERATING COSTS FOR MOTOR VEHICLES OF THE DIVISION OF HIGHWAYS,  
1965.<sup>1</sup>

PASSENGER CARS		
Item	Amount	Per Cent of Total Cost
Gasoline.....	\$211, 103.97	33.36
Oil.....	10,398.96	1.64
Washing and lubrication.....	7,767.96	1.23
Repaires—labor.....	69,267.66	10.95
Repairs—parts.....	56,516.19	8.93
Tires.....	21,565.39	3.41
Tubes.....	132.75	.02
Batteries and miscellaneous.....	3,932.15	.62
Antifreeze.....	1,254.59	.20
Storage.....	2,798.11	.44
Depreciation.....	247,997.19	39.20
Total.....	\$632,734.92	100.00
TRUCKS		
Item	Amount	Per Cent of Total Cost
Gasoline.....	\$1,464,571.36	33.79
Oil.....	83,542.44	1.93
Washing and lubrication.....	62,854.28	1.45
Repairs—labor.....	605,367.70	13.97
Repairs—parts.....	564,701.25	13.03
Tires.....	121,131.14	2.80
Tubes.....	5,779.28	.13
Batteries and miscellaneous.....	21,351.06	.49
Antifreeze.....	3,767.85	.09
Storage.....	65,960.01	1.52
Depreciation.....	1,334,909.21	30.80
Total.....	\$4,333,935.58	100.00

<sup>1</sup> At December 31, 1965, the Division of Highways had in operation 560 passenger cars and 2,613 trucks.



### XIII. LOCAL ROADS AND STREETS

1. GENERAL.—The principal function of the Bureau of Local Roads and Streets is the supervision of highway and street activities of the counties, municipalities, and road districts<sup>1</sup> which involve the use of motor fuel tax funds. Additional duties which have been delegated to this Bureau since 1951 are the supervision and planning of county roads to be improved with Federal-aid secondary funds.

A counterpart of the Bureau is maintained in each of the ten highway districts. The work from the district level concerns the designation of highway and street systems; the location, survey, design, and construction of highway and street improvements; and the maintenance of highways so improved. Contacts with local officials are largely through the district offices. All resolutions, plans, requests, and other documents are first submitted to the district office where they are checked before submittal to the central office for approval. Uniformity of action and correlation of the work of the Bureau and the district offices are accomplished by field engineers from the central office.

2. RECONCILIATION OF FINANCIAL DATA.—A reconciliation is necessary when comparing allotments and balances shown in this section with those given in the section on financing. Motor fuel tax which is deposited and accumulates in the State Treasury during the month is allotted during the early part of the following month. The Department of Finance considers the allotments applicable to the month of deposit yet the money is not available for use until the following month. Consequently, the December allotment of the Department of Finance is not available for withdrawal by local units until January and for this reason is considered a January allotment by this Bureau. The following statement is a reconciliation of allotments between this section and the data contained in Section III, Financing.

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<sup>1</sup> The reference to road districts in this section includes township, township districts, and county unit road districts.

LOCAL ROADS AND STREETS

RECONCILIATION OF MOTOR FUEL TAX ALLOCATIONS FOR 1965.

DOWN-STATE COUNTY ALLOTMENTS

County allotment shown in Section I, Table 4, and Section III, Figure 4.....	\$20,658,197.98
Less December 1965 allotment.....	1,806,285.16
	\$18,851,912.82
Add December 1964 allotment.....	1,391,614.07
County allotment shown in Section XIII, Table 59.....	\$20,243,526.89

COOK COUNTY ALLOTMENTS

Cook County allotment shown in Section I, Table 4, and Section III, Figure 4.....	\$18,936,681.50
Less December 1965 allotment.....	1,655,761.40
	\$17,280,920.10
Add December 1964 allotment.....	1,275,646.23
Cook County allotment shown in Section XIII, Table 59.....	\$18,556,566.33

MUNICIPAL ALLOTMENTS

Municipal allotment shown in Section I, Table 5, and Section III, Figure 4.....	\$55,088,527.96
Less December 1965 allotment.....	4,816,760.42
	\$50,271,767.54
Add December 1964 allotment.....	3,710,970.85
Municipal allotment shown in Section XIII, Table 64.....	\$53,982,738.39

ROAD DISTRICT ALLOTMENTS

Road District allotment shown in Section I, Table 6, and Section III, Figure 4.....	\$17,215,164.88
Less December 1965 allotment.....	1,505,237.63
	\$15,709,927.36
Add December 1964 allotment.....	1,159,678.39
Road District allotment shown in Section XIII, Table 68.....	\$16,869,605.75

The closing balances in the motor fuel tax accounts shown in this section will be equal to those shown in Section II, Financing, if the December 1964 allotments as shown by the Department of Finance are added to the balances given in this Section. A reconciliation of balances is shown below :

Item	Down-State Counties	Cook County	Municipalities	Road Districts
Balances Available at Dec. 31, 1965 as shown in Table 59, 64, and 68 of this report (Local Roads and Streets)...	\$13,829,197.46	\$14,560,485.26	\$46,595,783.53	\$16,916,364.73
Add December 1965 Allotment	1,806,285.16	1,655,761.40	4,816,760.42	1,505,237.63
Balances shown in Section I and Section III of this report.....	\$15,635,482.62	\$16,216,246.66	\$51,412,543.95	\$18,421,602.36

3. TABLES.—The tables which follow show State revenue available to the counties, municipalities, and townships or road districts; the amounts withdrawn by each unit of government for highway purposes; and the amount of work accomplished with State aids during 1965. Much of this data is summarized in the first chapter of this report.



# LOCAL ROADS AND STREETS

TABLE 56.—COUNTY HIGHWAY MILEAGES—DECEMBER 31, 1965.

County	Class Number	Total Rural Road Mileage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Adams.....	2	1, 559.20	389.80	373.22
Alexander.....	1	367.44	91.86	69.71
Bond.....	1	716.92	179.23	117.88
Boone.....	1	527.49	131.87	87.41
Brown.....	1	503.88	125.97	75.54
Bureau.....	2	1, 560.47	390.12	314.24
Calhoun.....	1	338.82	84.70	58.05
Carroll.....	1	756.16	189.04	127.99
Cass.....	1	531.83	132.96	87.76
Champaign.....	2	2, 003.65	500.91	78.10
Christian.....	2	1, 390.94	347.73	139.95
Clark.....	1	1, 017.90	254.48	161.22
Clay.....	1	918.19	229.55	131.23
Clinton.....	1	807.47	201.87	107.86
Coles.....	2	1, 029.98	257.50	120.73
Cook.....	3	1, 466.11	1, 099.58	405.20
Crawford.....	1	860.38	215.10	154.59
Cumberland.....	1	732.79	183.20	105.23
DeKalb.....	2	1, 096.57	274.14	166.35
DeWitt.....	1	760.37	190.09	91.94
Douglas.....	1	816.65	204.16	81.57
DuPage.....	2	1, 008.20	252.05	208.56
Edgar.....	1	1, 153.24	288.31	141.50
Edwards.....	1	411.88	102.97	67.07
Effingham.....	1	992.66	246.17	148.00
Fayette.....	2	1, 396.80	349.20	161.54
Ford.....	1	955.71	238.93	116.79
Franklin.....	2	895.96	223.99	156.53
Fulton.....	2	1, 379.15	344.79	236.00
Gallatin.....	1	481.15	120.29	105.18
Greene.....	1	854.40	213.60	156.90
Grundy.....	1	758.13	189.53	128.41
Hamilton.....	1	889.70	222.42	134.34
Hancock.....	1	1, 430.27	357.57	191.56
Hardin.....	1	259.33	64.83	38.16
Henderson.....	1	605.40	151.35	81.22
Henry.....	2	1, 483.74	370.93	154.87
Iroquois.....	2	2, 203.37	550.84	335.69
Jackson.....	2	944.82	236.20	162.78
Jasper.....	1	1, 015.68	253.92	185.89
Jefferson.....	2	1, 221.56	305.39	257.08
Jersey.....	1	600.02	150.00	106.31
JoDaviess.....	1	872.62	218.16	167.38
Johnson.....	1	465.61	116.40	67.92
Kane.....	2	1, 027.47	1341.89	301.43
Kankakee.....	2	1, 324.28	331.07	236.32
Kendall.....	1	583.15	145.79	113.36
Knox.....	2	1, 265.69	316.42	255.60
Lake.....	2	1, 097.26	274.31	208.74
LaSalle.....	2	2, 173.40	543.35	369.13
Lawrence.....	1	732.06	183.01	130.56
Lee.....	2	1, 273.01	318.25	198.54
Livingston.....	2	2, 077.14	519.29	251.28
Logan.....	2	1, 091.42	272.86	175.53
McDonough.....	2	1, 118.67	279.67	190.76
McHenry.....	2	1, 295.17	323.79	194.72
McLean.....	2	2, 193.16	548.29	422.65
Macon.....	2	1, 178.61	294.65	230.69
Macoupin.....	2	1, 479.56	369.89	208.08
Madison.....	2	1, 490.50	372.62	186.46
Marion.....	2	1, 181.47	295.37	232.34
Marshall.....	1	656.65	164.16	108.84
Mason.....	1	870.12	217.53	142.00
Massac.....	1	418.28	104.57	71.07
Menard.....	1	533.25	133.31	84.57
Mercer.....	1	956.14	239.03	148.59
Monroe.....	1	567.12	141.78	75.09
Montgomery.....	2	1, 313.23	328.31	186.11
Morgan.....	2	1, 004.74	251.19	176.50
Moultrie.....	1	669.01	167.25	56.03

LOCAL ROADS AND STREETS

TABLE 56.—Concluded.

County	Class Number	Total Rural Road Mileage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Ogle.....	2	1,358.55	339.64	276.83
Peoria.....	2	1,112.97	<sup>2</sup> 336.67	301.39
Perry.....	1	712.17	178.04	133.79
Piatt.....	1	826.28	206.57	71.66
Pike.....	1	1,321.84	330.46	157.86
Pope.....	1	446.07	111.52	39.13
Pulaski.....	1	321.34	80.33	45.28
Putnam.....	1	280.88	70.22	38.38
Randolph.....	2	910.78	227.70	165.21
Richland.....	1	787.58	196.90	139.48
Rock Island.....	2	750.51	<sup>1</sup> 249.74	180.09
St. Clair.....	2	1,229.80	307.45	223.75
Saline.....	2	768.28	192.07	143.55
Sangamon.....	2	1,639.05	409.76	256.21
Schuyler.....	1	764.02	191.00	99.24
Scott.....	1	401.64	100.41	65.10
Shelby.....	1	1,543.29	385.82	231.77
Stark.....	1	533.52	133.38	105.18
Stephenson.....	2	1,098.46	274.61	210.49
Tazewell.....	2	1,181.32	295.33	184.03
Union.....	1	637.31	159.33	107.98
Vermilion.....	2	1,676.87	419.22	41.49
Wabash.....	1	402.67	100.67	74.48
Warren.....	1	1,028.43	257.11	170.25
Washington.....	1	914.70	228.68	121.33
Wayne.....	1	1,384.19	346.05	226.22
White.....	1	1,032.84	258.21	168.92
Whiteside.....	2	1,199.31	299.83	219.33
Will.....	2	1,762.69	440.67	292.32
Williamson.....	2	834.67	208.67	102.55
Winnebago.....	2	1,113.29	<sup>3</sup> 448.24	326.76
Woodford.....	1	966.40	241.60	146.91
Total.....	.....	102,554.89	26,747.25	<sup>4</sup> 16,587.40

<sup>1</sup> Includes 3 additions of 10 per cent each as authorized by law.  
<sup>2</sup> Includes 2 additions of 10 per cent each as authorized by law.  
<sup>3</sup> Includes 5 additions of 10 per cent each as authorized by law.  
<sup>4</sup> Contains 16,260.79 miles of existing county highways. The remaining mileage is designated only and not coincident with any existing road.



TABLE 57.—STATUS OF FEDERAL-AID SECONDARY ALLOTMENTS AUTHORIZED BY THE FEDERAL-AID HIGHWAY ACTS OF 1958, 1960, 1962 AND 1964, DECEMBER 31, 1965<sup>1</sup>

County	1958 Act				1960 Act				1962 Act				1964 Act			
	Allotment	Not Programmed	Under Contract but not Completed <sup>2</sup>	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed <sup>2</sup>	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed <sup>2</sup>	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed <sup>2</sup>	Construction Completed and Accepted
Adams	\$186,981.00			\$186,981.00	\$190,105.00		\$36,605.77	\$153,499.23	\$197,687.00	\$88,792.77	\$108,894.23		\$203,098.00	\$203,098.00		
Alexander	60,877.00			60,877.00	59,213.00			59,213.00	60,995.00	8,305.16		\$82,689.84	62,676.00	62,676.00		
Bond	98,563.00			98,563.00	98,707.00	\$33,279.61	8,000.00	57,427.39	101,933.00	101,933.00			104,722.00	104,722.00		
Boone	71,023.00			71,023.00	74,575.00			74,575.00	74,812.29	74,812.29			73,335.00	73,335.00		
Brown	71,023.00			71,023.00	70,908.00	9,400.90	31,175.00	30,332.10	73,371.00	73,371.00			75,162.00	75,162.00		
Bureau	200,026.00			200,026.00	190,823.00			190,823.00	197,687.00		11,118.48	186,568.52	203,892.00		\$203,892.00	
Calhoun	60,877.00	\$17,383.62	\$8,000.00	35,493.38	59,213.00	59,213.00		61,777.00	61,777.00				63,468.00	63,468.00		
Carroll	105,810.00			105,810.00	116,992.00			116,992.00	118,921.00			118,921.00	123,768.00			
Cass	81,170.00			81,170.00	80,422.00			80,422.00	83,399.00				83,399.00			
Christian	298,435.00			298,435.00	233,212.00			233,212.00	242,476.00	92,074.45	150,401.55		249,113.00	249,113.00	44,823.41	
Clark	169,587.00			169,587.00	168,152.00			168,152.00	174,521.00	94,016.96			178,543.00	178,543.00		
Clay	126,103.00			126,103.00	125,018.00			125,018.00	129,733.00		91,077.43	38,655.57	133,283.00	32,860.43	100,422.57	
Clinton	111,608.00		20,587.39	91,020.61	108,194.00	3,410.82	50,162.61	54,620.57	112,743.00	112,743.00			115,829.00	115,829.00		
Coles	126,103.00			126,103.00	127,968.00			127,968.00	131,277.00				134,869.00			
Crawford	120,305.00			120,305.00	120,632.00			120,632.00	125,069.00	48,596.98			128,523.00	128,523.00		
Cumberland	545,723.00			545,723.00	504,102.00		223,940.45	280,161.55	620,256.00	620,256.00			641,821.00	641,821.00		
DeKalb	110,159.00			110,159.00	108,938.00		1,958.96	106,979.04	112,743.00	79,791.96	33,041.04		115,830.00	115,830.00		
DeWitt	89,867.00			89,867.00	89,192.00			89,192.00	92,666.00				95,203.00			
Douglas	149,294.00			149,294.00	155,740.00			155,740.00	160,621.00				165,018.00	26,633.08		
DuPage	65,665.00			65,665.00	94,321.00			94,321.00	98,081.00				101,548.00			
Edgar	197,127.00			197,127.00	228,239.00			228,239.00	270,275.00	213,829.61			276,879.00	276,879.00		
Edwards	130,249.00			130,249.00	141,681.00			141,681.00	155,988.00				160,257.00			
Effingham	63,777.00			63,777.00	62,880.00			62,880.00	64,866.00				66,641.00	33,368.00		
Fayette	117,406.00			117,406.00	117,709.00		39,459.79	78,249.21	122,772.00	49,032.79	73,739.21		126,536.00	126,536.00		
Ford	160,890.00			160,890.00	166,895.00		48,751.76	184,426.24	163,710.00				168,191.00	165,737.76		
Franklin	120,305.00			120,305.00	121,376.00			121,376.00	125,881.00				128,533.00	10,987.76		
Fulton	136,249.00			136,249.00	125,762.00		60,271.00	65,491.00	128,188.00	94,711.00	33,477.00		132,491.00	132,491.00		
Gallatin	194,227.00			194,227.00	190,105.00			190,105.00	196,142.00				201,512.00			
Greene	76,821.00			76,821.00	73,831.00			73,831.00	76,439.00				78,543.00			
Grundy	124,653.00			124,653.00	122,839.00			122,839.00	126,643.00				130,110.00			
Hamilton	100,013.00			100,013.00	104,154.00			104,154.00	108,110.00	38,531.80	34,000.00		111,069.00	111,069.00		
Hancock	107,260.00			107,260.00	103,809.00		57,214.75	46,594.25	108,110.00	55,474.75	32,435.25		111,069.00	111,069.00		
Hardin	179,733.00			179,733.00	179,128.00			179,128.00	185,332.00	31,388.09	132,400.00	21,544.31	190,404.00	190,404.00		
Henderson	52,181.00			52,181.00	49,726.00		32,292.76	17,433.24	50,966.00	23,958.76	27,067.24		52,461.00	52,461.00		
Henry	84,068.00			84,068.00	84,062.00			84,062.00	88,033.00				90,442.00	20,149.70	70,292.21	
Illinois	191,329.00			191,329.00	188,043.00			188,043.00	194,543.00	64,425.40	130,734.60		201,512.00	111,137.40	90,374.60	
Jackson	350,766.00			350,766.00	244,188.00			244,188.00	254,049.00	17,819.84			261,911.00	131,880.84	130,030.16	
Jasper	133,350.00			133,350.00	134,532.00			134,532.00	139,781.00				144,868.00	8,958.21	16,900.00	
Jefferson	115,956.00			115,956.00	115,503.00		69,171.88	46,331.12	140,465.00		96,928.12	23,536.88	123,763.00	64,210.66	8,952.34	
Jersey	146,395.00			146,395.00	140,379.00			140,379.00	145,176.00		139,198.12	5,977.88	149,150.00	101,348.12	47,801.88	
Jo Davies	84,068.00			84,068.00	84,807.00	14,992.09	32,300.00	37,514.91	88,033.00	88,033.00			90,442.00			
Johnson	134,800.00			134,800.00	134,506.00			134,506.00	140,539.00				144,868.00			
Kane	75,827.00			75,827.00	76,831.00			76,831.00	77,222.00		4,000.00		78,222.00	77,748.00		
Kankakee	163,064.00			163,064.00	176,762.00			176,762.00	193,054.00	46,539.00	41,862.50		199,132.00	199,132.00		
Kendall	192,778.00			192,778.00	218,675.00			218,675.00	222,398.00	90,796.14	67,234.00		228,486.00	228,486.00		
Knox	82,619.00			82,619.00	93,604.00			93,604.00	95,754.00		11,178.81		98,376.00			
Lake	163,789.00			163,789.00	165,973.00			165,973.00	171,432.00		83,322.62		176,124.00	111,446.62	64,677.38	
LaSalle	255,195.00			255,195.00	244,188.00			244,188.00	254,049.00	236,570.56			261,911.00	310,993.00		
Lawrence	189,154.00			189,154.00	229,678.00			229,678.00	232,426.00				236,066.00			
Lee	253,656.00			253,656.00	258,089.00			258,089.00	267,187.00		3,469.61		274,499.00	159,689.33	99,730.39	
Macoupin	165,239.00	144,477.31		20,761.69	168,018.00			168,018.00	182,242.00				187,231.00			
Madison	210,896.00			210,896.00	210,596.00			210,596.00	216,221.00	102,895.43	113,325.57		222,139.00	222,139.00		
Marion	247,857.00			247,857.00	282,804.00			282,804.00	301,164.00	291,709.38	9,434.67		309,407.00	309,407.00		
Massac	95,665.00			95,665.00	95,783.00			95,783.00	98,843.00		50,704.70		101,548.00			
Mason	118,856.00			118,856.00	119,915.00			119,915.00	123,554.00	80,659.72	42,894.28		126,036.00	126,036.00		
Massac	63,777.00			63,777.00	62,881.00			62,881.00	64,866.00				66,641.00			
Menard	76,822.00			76,822.00	76,781.00			76,781.00	78,766.00				80,750.00			
Mercer	127,552.00			127,552.00	127,254.00			127,254.00	131,277.00		102,915.23		134,869.00			
Monroe	89,867.00			89,867.00	94,321.00			94,321.00	97,599.00				100,962.00			
Morgan	168,137.00		214.07	167,922.93	165,973.00			165,973.00	171,432.00				176,124.00	172,755.99	3,368.04	
Moultrie	126,103.00			126,103.00	126,480.00			126,480.00	131,277.00				134,869.00	103,415.16	31,454.84	
Ogle	92,765.00			92,765.00	92,860.00			92,860.00	95,754.00				98,376.00	43,495.58		
Peoria	178,284.00			178,284.00	184,238.00			184,238.00	189,965.00		75,167.59		195,165.00	38,340.59	156,824.41	
Perry	211,621.00			211,621.00	205,012.00			205,012.00	238,387.00	15,260.92	153,480.00		242,761.00			
Pike	104,361.00			104,361.00	120,632.00			120,632.00	105,022.00		17,461.98		107,101.00			
Pope	107,260.00			107,260.00	108,938.00			108,938.00	112,743.00				115,829.00			
Pulaski	173,211.00			173,211.00	171,076.00			171,076.00	177,610.00		75,516.22		182,147.00	161,687.22	20,459.78	
Putnam	73,923.00		2,184.18	71,738.82	70,163.00		70,163.00	74,133.00	74,133.00				76,162.00			
Rock Island	66,675.00			66,675.00	61,419.00			61,419.00	63,322.00				65,055.00			
Saline	47,832.00			47,832.00	47,319.00	488.20		47,319.00	49,422.00				50,774.00			
Sanborn	144,948.00			144,948.00	151,382.00		2,065.44	149,316.56	154,443.00	138,708.44	15,734.56		158,621.00			
Sangamon	89,867.00	36,296.71		53,570.29	89,192.00			89,192.00	92,666.00	81,690.71	10,975.29		95,203.00	95,203.00		
Schuyler	134,800.00			134,800.00	151,035.00	1,365.90		149,669.10	174,521.00				180,092.00	150,092.00		
Scott	263,802.00			263,802.00	253,516.00		44,976.2									



LOCAL ROADS AND STREETS

TABLE 58.—DETAILED TABULATION OF FEDERAL-AID SECONDARY CONTRACTS AWARDED DURING 1965.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Adams	1600	71Q	3 mi. north of Quincy, northerly	2.045	A-1 bit. surf. treat., grad., ty. A surf. & bridge	24	\$223,492.83
Adams	595	72Q	½ mi. north of Loraine, west	1.837	A-3 bit. surf. treat., grad. & ty. B base	20	44,600.98
Bureau	1232	HA-1Q	2¼ mi. south of Neponset, west	2.134	A-3 bit. surf. treat., grad., ty. B base & culvert	22	123,339.90
Bureau	242	U5Q	7¼ mi. south of Wyandot, easterly	2.616	A-3 bit. surf. treat., grad. & ty. B base	22	149,324.50
Bureau	1248	20-5Q	Ill. 88, ½ mi. west of Manlius, west	2.176	A-3 bit. surf. treat., grad. & ty. B base	22	75,013.60
Bureau	250	33-3FL	CB & Q RR, 2½ mi. east of Dover		Crossing work, FL, gates & prel. engr.		25,741.00
Bureau	250	33-3Q	US 34 at Dover, easterly	2.483	A-3 bit. surf. treat., grad. & ty. B base	22	110,314.70
Carroll	1068	20-2G	5 mi. northwest of Mt. Carroll, northwest	3.894	Ty. B base, grad. & culvert	22	208,483.46
Cass	577	24Q	1¾ mi. east of Beardstown, easterly	5.211	A-3 bit. surf. treat., grad. & ty. A base	22	269,910.44
Champaign	519	4	From Springfield Ave., south on Mattis Ave. in Champaign	0.608	PCC pav't. & grad.	2@24	239,092.15
Champaign	519	226FL	IC RR at Mattis Ave. in Champaign		Crossing work, FL & prel. engr.		13,656.00
Champaign	529	229Q	Chapin St. in Ivesdale, westerly and southerly (See Platt Co.)	1.768	I-11 bit. conc., grad. & PCC base	22	159,244.80
Clark	1660	209B	2 mi. south of Dennison	0.436	Ty. A surf., grad. & culvert	24	90,649.20
Clay	Various	31TS	Various FAS routes of county		Traffic signs		15,104.53
Clinton	786	32FL	Southern Ry. in Germantown		Crossing work, FL & prel. engr.		15,124.00
Cook	116	110-1516	Palatine Rd., ¼ mi. east of Wolf Rd., east	1.216	PCC pav't. grad., hwy.-hwy. separation, bridge, storm sewers & traffic signals	2@24	1,565,016.03
Cumberland	699	36Q	Toledo, north	6.587	B-5 bit. conc., grad. & ty. B base	22	331,920.12
DeKalb	1113	62Q	DeKalb, northerly	3.591	B-5 bit. conc.	22 & 42	70,700.89
DeKalb	1125	64Q	¼ mi. south of Lee, east	2.874	Ty. B base & grad.	22	121,937.81
DeWitt	483	24B	¼ mi. north of Waynesville, north	0.890	A-3 bit. surf. treat., grad., SC base & bridge	20	201,637.38
Edgar	679	47Q	6½ mi. north & 1¼ mi. east of Paris	0.985	A-3 bit. surf. treat., grad., ty. B base & bridge	20	145,179.55
Edgar	684	49FL	NYC RR near Paris east limits		Crossing work, FL & prel. engr.		19,172.00
Effingham	1724	26	Penna. RR & IC RR in Effingham	2.206	Crossing work & prel. engr.		33,138.00
Fayette	1714	42-2Q	Brownstown, north	3.947	A-3 bit. surf. treat., grad., SC base & TS	22	136,297.85
Ford	341	16Q-4	Ill. 47, ½ mi. south of Sibley, east	4.026	B-5 bit. conc.	20	77,783.90
Ford	1349	40Q	¾ mi. east of Kempton, south		A-3 bit. surf. treat.	20	22,602.60
Franklin	1872	59Q	1½ mi. north of West Frankfort, east	2.500	A-3 bit. surf. treat., grad., ty. A base, TS, crossing work & protection at CB & Q RR	20	176,755.24
Fulton	447	61B	Ellisville, east	0.557	A-3 bit. surf. treat., grad., ty. B base, bridge & TS	22	589,919.89
Greene	732	22Q	4½ mi. north and 0.6 mi. east of Greenfield, east	2.784	A-3 bit. surf. treat., grad., CA base & TS	20	225,120.65
Grundy	1272	46Q	3 mi. north and 8 mi. west of Morris, north	1.000	A-3 bit. surf. treat.	20	6,088.47
Grundy	1268	47G	1 mi. south of Coal City, east	1.819	Ty. B surf. & grad.	22	63,002.70
Hamilton	1879	32-1Q	Ill. 14, 7 mi. west of McLeansboro, southerly	3.944	A-3 bit. surf. treat., grad. & SC base	20	72,516.14
Hamilton	881	33-1Q	Ill. 142 in Broughton, westerly	3.892	A-3 bit. surf. treat. & SC base	20	61,224.75
Hamilton	1879	34-1Q	½ mi. south of Dahlgren, southerly	4.020	A-3 bit. surf. treat. & SC base	20	62,684.11
Hamilton	Various	35TS	Various FAS routes of county		Traffic signs		7,357.30
Hancock	1439	46Q	Fountain Green, east, south & east	4.245	A-3 bit. surf. treat.	22	17,810.90
Hancock	420	47Q	Ill. 96, 1½ mi. south of Hamilton, south	2.243	A-3 bit. surf. treat.	22	9,124.35
Henderson	417	35Q	1¼ mi. west of Raritan, south	4.213	A-3 bit. surf. treat., grad. & ty. B base	20	162,532.92
Henry	1221	52G	¾ mi. west of Geneseo, south	7.407	Ty. B surf. & grad.	22	289,458.88
Iroquois	1320	139Q	3½ mi. west of Papineau, north	2.495	A-3 bit. surf. treat.	20	15,699.30
Iroquois	1329	149B-2	1½ mi. northeast of Watseka	0.284	Ty. A surf., grad. & bridge	22	161,838.98
Iroquois	1336	218Q	Cissna Park, west, north & west	5.965	A-3 bit. surf. treat.	20	36,442.72



TABLE 58.—Concluded.

LOCAL ROADS AND STREETS

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Jasper.....	704	43Q.....	Ill. 130 at Rose Hill, east.....	6.322	B-3 bit. conc., grad., SC base, 2-bridges & TS.....	20	407,213.64
Jefferson.....	1828	85-1G.....	3 mi. west of Waltonville, north.....	6.561	Ty. B surf. & grad.....	23	206,834.70
Jefferson.....	828	85-2G.....	Waltonville, west.....	3.144	Ty. B surf. & grad.....	23	132,988.67
Jersey.....	749	24Q.....	Ill. 100, northerly through Otterville.....	4.308	B-1 bit. surf.....	18 & 38	59,893.41
Kane.....	107	81B.....	3/4 mi. southwest of Kaneville.....	0.023	B-5 bit. conc., grad., ty. B base & bridge.....	20	24,690.30
Kane.....	107	81-1Q.....	Kaneville, westerly.....	3.070	B-5 bit. conc.....	20	67,042.00
Kane.....	130	101FL.....	C & NW Ry., 3 1/2 mi. northwest of Elgin.....		Crossing work, FL & prel. engr.....		9,842.00
Kane.....	1110	176-1FL.....	C & NW Ry., 1 1/2 mi. northwest of Elgin.....		Crossing work, FL & prel. engr.....		9,777.00
Kankakee.....	318	73Q.....	Reddick, east.....	1.780	B-5 bit. conc. & grad.....	20	52,405.06
Kankakee.....	1300	146B.....	2 mi. south of Peotone (See Will Co., Sec. 60X1B).....	0.086	A-3 bit. surf. treat., ty. A base & bridge.....	22	7,144.09
Kankakee.....	1300	165B.....	3 mi. northeast of Manteno.....	0.057	Ty. A surf., grad. & bridge.....	20	19,064.43
Kankakee.....	1300	165B-1.....	3 1/2 mi. northeast of Manteno.....	0.104	Ty. A surf., grad. & bridge.....	20	16,885.95
Kendall.....	300	23B.....	5 1/2, 4 1/4 & 3 1/4 mi. west of Caton Farm.....	0.035	3 bridges & grad.....		93,384.65
Kendall.....	300	23Q-1.....	2 3/4 mi. west of Caton Farm.....	2.979	A-3 bit. surf. treat., grad. & ty. B base.....	22	149,248.39
Kendall.....	1261	32Q-2.....	Plano, northeasterly.....	3.394	Ty. B base & grad.....	22	139,820.60
Kendall.....	1261	32Q-1.....	Ill. 47, 3 1/2 mi. north of Yorkville, easterly.....	1.516	A-3 bit. surf. treat.....	20	10,861.53
Knox.....	397	81Q.....	Knoxville, southerly.....	1.610	B-5 bit. conc., grad., ty. B base & culvert.....	22	274,640.80
LaSalle.....	260	X-1BR.....	1/2 mi. east of US 51 in LaSalle.....	0.101	PCC pav't., grad. & bridge.....	24	2240,005.56
LaSalle.....	1365	112A, G.....	3 1/2 mi. south of Troy Grove, east.....	3.003	Grad., ty. B surf. & bridge.....	24	125,969.96
Lee.....	177	133Q.....	1 mi. north of West Brooklyn, west.....	2.292	A-3 bit. surf. treat., grad. & ty. B base.....	20	84,445.35
Lee.....	1182	134Q.....	3 mi. north of Maytown, north.....	0.710	A-3 bit. surf. treat., grad. & ty. B base.....	20	27,950.55
Livingston.....	347	68B.....	1/2 mi. south of Odell, east.....	5.556	A-3 bit. surf. treat.....	20	27,922.10
Livingston.....	480	117Q.....	4 3/4 mi. west of Strawn, west.....	3.182	A-3 bit. surf. treat.....	20	16,946.16
Livingston.....	480	161G-2.....	3 mi. west of Strawn, west.....	2.087	Ty. A surf.....	21	29,925.00
Livingston.....	480	161Q-1.....	1 mi. west of Strawn, west.....	1.768	A-3 bit. surf. treat.....	20	9,878.49
Livingston.....	352	167G.....	Ill. 23, 1/2 mi. west of Cornell, northerly.....	5.506	Ty. A surf.....	21	95,226.00
Logan.....	561	56Q.....	3 1/2 mi. west of Mt. Pulaski, north.....	2.398	A-3 bit. surf. treat., grad. & ty. B base.....	20	64,862.63
Logan.....	564	63Q.....	1/2 mi. north of Broadwell, north.....	1.262	A-3 bit. surf. treat., grad. & ty. B base.....	20	45,703.62
Logan.....	564	64B.....	2 1/4 mi. north of Burton View.....	0.065	Bridge & 2 culverts.....		196,838.07
Logan.....	564	67Q.....	1 1/2 mi. south of Emden, south.....	2.001	A-3 bit. surf. treat., grad. & ty. B base.....	20	58,286.38
McDonough.....	1442	19-5B.....	Over La Moine River, 3 mi. east of Plymouth.....	0.076	Bridge.....		147,438.15
McLean.....	473	46RS.....	Lexington, westerly.....	8.115	I-11 bit. conc.....	22	164,348.40
Macon.....	1546	44Q.....	Ill. 48 near the northeast limits of Decatur, west.....	1.616	B-2 bit. surf., grad., AS base & culvert.....	24	279,044.07
Macoupin.....	1737	30Q-2.....	3 1/2 mi. south of Scottville, southerly.....	2.940	A-3 bit. surf. treat., grad., ty. B base & TS.....	20	245,359.25
Marshall.....	1369	38Q.....	Lacon, southeasterly.....	4.184	B-5 bit. conc.....	20	42,704.42
Marshall.....	1370	40Q.....	1 mi. southeast of Henry, southerly.....	1.883	Ty. B surf. & grad.....	22	175,623.53
Massac.....	958	34Q.....	Boaz to Hillerman.....	3.624	I-11 bit. conc., grad., SAC base & TS.....	20 & var.	2366,710.00
Mercer.....	214	60Q.....	2 mi. northwest of Millersburg, north and west.....	0.094	A-3 bit. surf. treat., grad. & ty. B base.....	22	4,396.23
Mercer.....	1212	60Q.....	2 1/2 mi. northwest of Millersburg, north.....	5.154	A-3 bit. surf. treat., grad. & ty. B base.....	22	231,175.97
Montgomery.....	721	14Q.....	1 1/2 mi. west of Fillmore, northwesterly.....	6.380	A-3 bit. surf. treat., grad. & ty. A base.....	20	89,941.59
Ogle.....	1604	61B.....	5 1/2 mi. northwest of Polo.....	0.014	Bridge, 2 culverts, grad. & 4 minor structures.....		87,464.30
Ogle.....	1604	61G.....	US 52, 3 mi. northwest of Polo, north.....	4.747	Ty. B surf., grad. & ty. B base.....	24	188,176.30
Ogle.....	1069	62FL.....	CM St. P & P RR, 1 mi. east of Byron.....		FL, gates, crossing work & prel. engr.....		29,908.00
Ogle.....	1069	62G.....	Ill. 72, 1 mi. southeast of Byron, northeasterly.....	0.930	Ty. B surf. & grad.....	23	46,085.40
Perry.....	1823	46Q.....	Ill. 154, 4 1/2 mi. west of Pinckneyville, north.....	4.366	A-3 bit. surf. treat., grad., ty. A base & TS.....	20	271,633.15
Piatt.....	529	229Q.....	1 mi. south of Ivesdale, north (See Champaign Co., Sec. 229Q).....	1.399	I-11 bit. conc., grad. & PCC base.....	22	83,284.59



LOCAL ROADS AND STREETS

Putnam.....	1253	6Q.....	Granville, north & east to Ill. 89.....	3.019	A-3 bit. surf. treat.....	22	20, 281.56
Saline.....	1892	72G.....	2 1/2 mi. east of Stonefort, northeasterly.....	3.038	Ty. B surf., grad., bridge & TS.....	18	220, 585.21
Stark.....	208	43Q.....	Lombardville, west to Ill. 88.....	0.984	B-5 bit. conc. & bit. stab. base.....	20	51, 045.00
Stephenson...	57	54Q.....	Ill. 75 at Rock City, south.....	6.851	B-5 bit. conc.....	22	96, 159.95
Tazewell.....	462	34Q-2.....	Green Valley, west.....	3.495	B-5 bit. conc.....	22	76, 780.10
Tazewell.....	367	36Q-1.....	US 150, 2 1/2 mi. east of Morton, south.....	2.815	B-5 bit. conc.....	22	61, 997.15
Tazewell.....	1470	40Q-1.....	Ill. 122 at Hopedale, north.....	3.729	B-5 bit. conc.....	22	71, 201.00
Union.....	1921	45G.....	Dongola, southwesterly.....	1.771	Ty. B surf., grad. & TS.....	22	109, 099.05
Vermilion.....	498	71Q.....	2 1/4 mi. south of Henning, south.....	2.008	I-11 bit. conc., grad. & culvert.....	22	231, 226.15
Warren.....	407	103Q.....	Cameron, south.....	5.376	A-3 bit. surf. treat., grad., ty. B base & culvert extension.....	20	202, 065.53
Wayne.....	796	51B.....	Over Horse Creek, 3 mi. northwest of Wayne City.....	0.034	Bridge.....		91, 762.13
Wayne.....	796	51G.....	Ill. 15 near Keenes, northerly.....	2.637	Ty. B surf., grad. & culvert.....	20	155, 610.38
Whiteside.....	2191	34-1Q.....	1 mi. north of Sterling, west and south.....	4.065	B-5 bit. conc.....	22	71, 413.80
Will.....	1407	47-2FL.....	1 mi. southeast of Joliet.....		Gates, crossing work & prel. engr. at EJ & E Ry. and crossing work & protection at CM St. P & PRR.....		17, 045.00
Will.....	1407	47-3Q.....	Alt. US 66 at south limits of Joliet, east and north.....	3.782	I-11 bit. conc.....		111, 983.10
Will.....	1300	60X-1B.....	2 mi. south of Peotone (See Kankakee Co., Sec. 146B).....	0.086	A-3 bit. surf. treat., ty. A base & bridge.....	22	15, 901.37
Will.....	1306	138XG.....	Alt. US 66, 2 mi. south of Joliet, east.....	5.978	Ty. B base, grad., culvert, crossing work & protection at CM St. P & PRR.....		314, 144.46
Will.....	1306	138X-1G.....	1 1/2 mi. south of New Lenox, east.....	4.725	Ty. B base & grad.....	24	258, 913.70
Will.....	1308	146X-1Q.....	5 1/2 mi. south of Lisle, west.....	2.983	B-5 bit. conc.....	24	63, 656.83
Williamson...	903	43Q.....	1 1/4 mi. east of Johnston City, easterly.....	2.365	I-11 bit. conc., grad., ty. A base & TS.....	20	271, 943.35
Winnemago...	1061	134.....	1 1/2 mi. east of Rockford, east.....	1.480	PCC pav't. & I-11 bit. conc., grad. & PCC base.....	2@24	629, 158.98
Woodford.....	357	5G-1.....	3 1/4 mi. southeast of Washburn, east.....	2.042	Ty. B surf.....	22	39, 470.05
Woodford.....	359	6G-1.....	2 mi. east of Roanoke, east.....	2.310	Ty. B surf. & grad.....	22	80, 277.00
Woodford.....	362	32G-2.....	3 mi. north of Oak Grove Park, north.....	2.538	Ty. B surf.....	22	51, 313.45
Total.....				277.451			\$14, 908, 080.26

1 Construction in part or all by day labor.

2 100 per cent matching by State.

Abbreviations and terms used in above table.					
Bit.... Bituminous	Grad.... Grading	Ty.... Type	Prel.... Preliminary	SC.... Soil Cement	AS.... Asphalt Stabilized
Conc... Concrete	Surf.... Surface	Mi.... Miles	Engr.... Engineering	CA.... Cement Aggregate	Stab.... Stabilized
FL.... Flashing Lights	Treat... Treatment	Wid.... Widening	Pav't... Pavement	TS.... Traffic Signs	SAC... Soil Aggregate Cement
A-3, B-5, I-11, PCC, etc. refer to the Standard Specifications of the Division of Highways for various types of surfaces.					



TABLE 59.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1965.

County	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	FAS Matching	Right-of-way	Engineering	Obligation Retirement	Maintenance	Miscellaneous	
Adams.....	\$239,232.31	\$290,015.90	\$529,248.21	\$5,554.22	\$54,872.90	\$15,268.64	\$10,398.05		\$164,560.05	\$6,500.00	\$272,094.35
Alexander.....	22,984.03	45,673.92	68,657.95						22,712.70	9,497.10	36,448.15
Bond.....	13,439.27	72,920.96	86,360.23				8,500.00		44,527.10	10,800.00	22,533.13
Boone.....	51,732.81	86,599.07	138,331.88	1,125.84				\$33,450.00	29,993.13		73,762.91
Brown.....	3,033.94	31,921.51	34,955.45						34,386.63		568.82
Bureau.....	154,101.33	181,868.44	335,969.77	50,223.65			37,000.00		119,300.00	14,200.00	115,246.12
Calhoun.....	7,427.10	27,388.78	34,815.88						19,720.10	4,300.00	10,795.78
Carroll.....		85,426.52	85,426.52			6,566.60	16,115.32		24,696.33	10,650.00	27,398.27
Cass.....	25,512.94	73,757.90	99,270.84			390.00	1—1,608.79		64,530.97	8,400.00	21,495.66
Champaign.....	930,994.77	444,111.48	1,375,106.25		6,063.00		35,188.35	810.12	7,561.75	10,262.49	817,427.94
Christian.....	159,737.41	180,316.39	340,053.80	285,766.54	178,397.19	39,691.87	25,905.83		88,800.00	16,361.24	154,843.02
Clark.....	24,220.62	85,342.36	109,562.98	53,716.71		427.00			50,000.00		59,562.98
Clay.....	97,287.08	85,052.81	182,339.89				255.23		64,427.03	7,500.00	110,157.63
Clinton.....	114,997.90	119,221.33	234,219.23		13,651.49		1—14,347.04		127,399.17	13,000.00	94,515.61
Coles.....	317,607.44	222,313.13	539,920.57		12,881.37	3,142.51	19,394.75		6,765.44	7,270.84	49,454.91
Cook.....	12,931,346.72	18,556,566.33	31,487,913.05	11,297,520.31	241,195.08	151,534.81	1,476,859.72	3,719,739.37		40,578.50	16,927,427.79
Crawford.....	73,802.46	109,226.84	183,029.30			354.01	2,500.00		94,497.12	20,000.00	65,678.17
Cumberland.....	22,146.93	41,101.74	63,248.67			1,649.53	25,735.40		19,244.00	13,500.00	3,119.74
DeKalb.....	111,928.39	232,014.81	343,943.20				10,886.35	113,000.00	100,000.00	12,600.00	236,486.35
DeWitt.....	45,905.05	84,786.01	130,691.06	37,861.64			13,200.00		50,896.00	13,920.00	78,016.00
Douglas.....	104,202.46	95,230.74	199,433.20	530,896.26		1,391.90	3,786.16		45,234.68	7,800.00	96,074.38
DuPage.....	468,087.21	1,030,589.99	1,498,677.20	10,049.70		17,160.00	16,297.38		706,062.89	29,250.03	1,299,666.56
Edgar.....	79,838.20	116,839.21	196,677.41			3,234.81	961.07		44,034.58	13,600.00	71,880.16
Edwards.....	133,568.93	43,413.77	176,982.70						29,327.74	3,114.91	32,442.65
Effingham.....	88,191.32	98,031.15	186,222.47			2,355.63			43,405.65	10,900.00	56,661.28
Fayette.....	24,240.13	95,508.52	119,748.65		32,581.07		3,000.00		24,117.48	13,105.61	42,356.93
Ford.....	51,033.73	97,925.43	148,959.16		8,046.50	861.00			91,998.28	14,189.07	148,959.16
Franklin.....	151,357.15	138,719.56	290,076.71	72,591.87					105,000.00		100,905.78
Fulton.....	118,802.94	200,071.19	318,874.13		38,692.71	5,471.80	57,000.00		20,000.00	7,277.42	206,164.51
Gallatin.....	21,644.54	38,046.80	59,691.34			11,417.71			60,235.28	12,000.00	38,695.13
Greene.....	39,629.50	82,502.54	122,132.04		2,467.85	405.60	13,000.00		84,949.60	11,700.00	88,108.73
Grundy.....	60,315.21	106,649.63	166,964.84	10,041.92	19,739.03	4,717.09	2,818.29		30,956.27	4,585.14	133,965.93
Hamilton.....	12,281.96	42,393.03	54,674.99						57,558.49		35,541.41
Hancock.....	71,693.69	123,878.27	195,571.96	26,127.89		6,256.50	8,591.97		11,739.57	5,100.00	98,534.85
Hardin.....	30,525.43	23,106.92	53,632.35			1,832.28			11,739.57	5,100.00	18,671.85
Henderson.....	34,435.84	41,677.91	76,113.75	16,232.54			1—1,381.10		30,845.98	3,750.00	40,447.42
Henry.....	162,004.61	231,357.39	393,362.00	30,180.68	7,066.76	20,775.80	18,000.00		81,778.87	12,000.00	169,802.11
Iroquois.....	67,450.89	183,204.71	250,655.60	8,301.73			21,750.00		179,946.38	5,500.00	215,498.11
Jackson.....	138,258.76	148,577.24	286,836.00						72,275.58	16,000.00	88,275.58
Jasper.....	5,371.74	55,762.27	61,134.01						47,000.00	6,800.00	53,800.00
Jefferson.....	121,884.34	139,567.30	261,451.64						158,835.24	12,000.00	170,835.24
Jersey.....	54,114.38	67,901.32	122,015.70				5,000.00		39,882.16	10,000.00	54,882.16
JoDavies.....	78,837.13	75,194.77	154,031.90						38,000.00	5,500.00	43,500.00
Johnson.....	15,243.63	34,012.92	49,256.55				709.18		15,159.94	9,675.72	25,544.84
Kane.....	252,686.49	791,671.98	1,044,358.47	273,352.94	40,745.05	91,079.22	17,198.08		506,392.46	50,766.83	970,534.58
Kankakee.....	86,896.08	382,375.98	469,272.06	82,247.54	29,341.86		10,575.35		189,994.80	16,000.00	328,159.55
Kendall.....		89,448.63	89,448.63	50,175.73			25,320.95				75,496.68
Knox.....	167,240.93	277,063.94	444,304.87	102,504.53		10,311.45	3,986.80		200,603.21	28,294.54	345,700.53



LOCAL ROADS AND STREETS

Lake.....	275, 734.24	926, 479.52	1, 202, 213.76	456, 451.01	.....	1-50, 096.25	122, 384.68	.....	410, 096.25	18, 600.00	957, 435.69	244, 778.07
LaSalle.....	208.53	545, 700.94	545, 909.47	103, 718.03	.....	19, 478.03	17, 566.03	.....	377, 000.00	28, 147.38	545, 909.47	.....
Lawrence.....	60, 648.11	79, 724.81	140, 372.92	18, 200.77	.....	3, 001.71	1-887.89	.....	48, 813.74	8, 000.00	77, 128.33	63, 244.59
Lee.....	79, 787.68	154, 877.66	234, 665.34	124, 832.35	.....	.....	16, 883.16	.....	85, 832.88	.....	227, 548.39	7, 116.95
Livingston.....	166, 919.77	211, 015.57	377, 935.34	65, 941.78	.....	1, 369.00	2, 036.30	.....	87, 974.30	13, 333.40	220, 013.73	157, 921.61
Logan.....	65, 449.90	146, 157.23	211, 607.13	60, 342.00	.....	1-423.76	6, 611.13	.....	45, 295.87	13, 469.26	125, 294.50	86, 312.63
Macon.....	633, 301.44	469, 019.39	1, 102, 320.83	1-317.18	.....	42, 227.00	11, 707.57	3, 333.30	182, 739.18	23, 939.77	267, 982.28	834, 338.55
Macoupin.....	323, 230.15	190, 832.44	514, 062.59	.....	.....	18, 503.00	10, 000.00	.....	121, 513.83	10, 635.00	160, 651.83	353, 410.76
Madison.....	478, 681.06	784, 090.24	1, 262, 771.30	439, 824.11	.....	165, 755.00	55, 500.00	.....	63, 246.88	17, 951.87	742, 277.86	520, 493.44
Marion.....	32, 675.86	177, 648.42	210, 324.28	55.42	.....	6, 407.60	26, 500.00	.....	133, 225.36	7, 500.00	185, 914.96	24, 409.32
Marshall.....	20, 781.80	65, 112.29	85, 894.09	.....	.....	.....	3, 000.00	.....	48, 994.45	.....	51, 994.45	33, 899.64
Mason.....	144, 754.74	87, 874.88	232, 629.62	.....	.....	500.25	14, 629.08	.....	47, 779.84	9, 092.50	85, 047.04	147, 582.58
Massac.....	80, 238.57	71, 266.35	151, 504.92	91, 363.11	.....	13, 422.50	2, 133.43	.....	4, 960.82	11, 600.00	123, 479.86	28, 025.06
McDonough.....	20, 407.85	131, 410.79	151, 818.64	.....	.....	10, 990.60	12, 065.23	.....	116, 881.06	12, 000.00	116, 881.06	34, 937.58
McHenry.....	212, 125.57	381, 582.69	593, 708.26	221, 881.52	.....	.....	9, 000.00	.....	66, 000.00	15, 413.59	337, 816.10	255, 892.16
McLean.....	152, 233.15	361, 518.37	513, 751.52	4, 457.24	.....	.....	.....	.....	312, 538.82	.....	370, 577.57	143, 173.95
Menard.....	87.82	52, 948.28	53, 036.10	.....	.....	.....	.....	.....	40, 429.16	7, 500.00	47, 929.16	5, 106.94
Mercer.....	47, 336.33	76, 759.31	124, 095.64	.....	.....	.....	10, 000.00	.....	54, 262.07	4, 794.35	69, 056.42	55, 039.22
Monroe.....	37, 331.91	68, 353.20	105, 685.11	.....	.....	.....	.....	.....	46, 228.75	7, 900.00	54, 128.75	51, 556.36
Montgomery.....	70, 243.61	162, 701.90	232, 945.51	29, 898.16	.....	4, 463.65	1, 204.60	.....	110, 000.00	.....	145, 566.41	87, 379.10
Morgan.....	6, 764.08	156, 994.56	163, 758.64	.....	.....	.....	.....	.....	125, 579.88	11, 947.66	137, 527.54	26, 231.10
Moultrie.....	102, 943.53	67, 594.41	170, 537.94	11, 388.65	.....	.....	.....	.....	18, 307.99	9, 265.75	59, 214.45	111, 323.49
Ogle.....	47, 453.71	189, 674.15	237, 127.86	17, 383.02	.....	9, 384.72	16, 380.20	.....	101, 353.29	12, 000.00	184, 115.15	53, 012.71
Peoria.....	471, 986.82	743, 107.62	1, 215, 094.44	290, 055.63	.....	3, 931.50	38, 804.08	.....	326, 133.23	17, 400.00	678, 703.66	536, 390.78
Perry.....	43, 886.66	88, 677.89	132, 564.55	.....	.....	6, 732.49	8, 000.00	.....	50, 000.00	6, 201.52	70, 934.01	61, 630.54
Piatt.....	84, 570.53	74, 530.53	159, 101.06	94, 647.28	.....	2, 289.50	1, 748.75	.....	800.00	12, 161.86	142, 025.28	17, 075.78
Pike.....	8, 879.99	102, 622.91	111, 502.90	7, 428.80	.....	989.10	18, 200.00	.....	69, 311.33	9, 000.00	104, 929.23	6, 573.67
Pope.....	20, 888.91	17, 874.39	38, 763.30	.....	.....	.....	.....	.....	.....	7, 200.00	7, 200.00	31, 563.30
Pulaski.....	8, 928.75	28, 877.71	37, 806.46	.....	.....	.....	.....	.....	14, 690.92	8, 500.00	25, 780.20	12, 026.26
Putnam.....	30, 470.91	26, 748.78	57, 219.69	.....	.....	.....	.....	.....	12, 000.00	3, 465.14	17, 465.14	39, 754.55
Randolph.....	111, 308.86	115, 646.78	226, 955.64	.....	.....	.....	.....	.....	101, 333.55	9, 342.95	85, 442.95	141, 512.69
Richland.....	15, 492.31	85, 558.35	101, 050.66	.....	.....	.....	.....	.....	92, 917.16	.....	92, 917.16	8, 133.50
Rock Island.....	102, 719.74	641, 638.02	744, 357.76	107, 810.81	.....	.....	62, 864.19	.....	10, 000.00	10, 000.00	190, 675.00	553, 682.76
Saline.....	102, 574.93	110, 604.85	213, 179.78	83, 015.09	.....	29, 435.40	3, 300.00	.....	89, 910.00	9, 080.53	99, 178.50	114, 001.28
Sangamon.....	21, 243.65	563, 132.36	584, 376.01	.....	.....	.....	.....	.....	354, 801.53	32, 800.00	506, 849.22	77, 526.79
Schuyler.....	24, 511.83	42, 509.14	67, 020.97	.....	.....	.....	.....	.....	39, 232.65	6, 000.00	45, 232.65	21, 788.32
Scott.....	18, 425.62	36, 931.56	55, 357.18	.....	.....	.....	.....	.....	20, 824.45	7, 901.21	28, 725.66	26, 631.52
Shelby.....	95, 734.04	111, 442.89	207, 176.93	.....	.....	.....	.....	.....	77, 235.95	.....	107, 235.95	99, 940.98
Stark.....	28, 867.10	46, 189.58	75, 056.68	.....	.....	.....	.....	.....	45, 165.42	.....	45, 165.42	29, 891.26
St. Clair.....	1, 120, 852.25	843, 627.69	1, 964, 479.94	689, 224.68	.....	35, 890.68	38, 793.76	.....	45, 000.00	16, 000.00	1, 249, 479.74	715, 000.20
Stephenson.....	16, 464.73	177, 240.21	193, 704.94	131, 687.27	.....	1, 160.00	3, 997.89	.....	300, 000.00	11, 200.00	193, 704.94	.....
Tazewell.....	594, 562.41	461, 890.68	1, 056, 453.09	145, 776.83	.....	.....	.....	.....	45, 659.78	.....	354, 160.81	702, 292.28
Union.....	30, 679.86	73, 388.66	104, 068.52	41, 300.00	.....	2, 902.23	8, 000.00	.....	181, 313.10	11, 120.00	96, 929.90	7, 138.62
Vermilion.....	608, 412.05	393, 495.49	1, 001, 907.54	100, 189.63	.....	5, 833.19	15, 455.67	.....	32, 130.00	11, 700.00	194, 974.00	806, 933.54
Wabash.....	45, 476.00	64, 974.66	110, 450.66	.....	.....	.....	378.04	.....	18, 760.03	6, 488.32	40, 100.72	70, 349.94
Warren.....	125, 958.64	94, 937.37	220, 896.01	1-378.04	.....	1, 227.00	4, 972.45	.....	164, 000.00	292.56	170, 492.01	50, 404.00
Washington.....	112, 379.27	65, 347.21	177, 726.48	.....	.....	.....	.....	.....	57, 230.87	.....	57, 230.87	120, 495.61
Wayne.....	21, 449.42	97, 943.22	119, 392.64	.....	.....	5, 176.00	23, 623.35	.....	62, 757.17	.....	91, 556.52	27, 836.12
White.....	127, 227.93	101, 916.15	229, 144.08	4, 164.87	.....	.....	5, 000.00	.....	79, 272.73	10, 839.60	99, 277.20	129, 866.88
Whiteside.....	184, 848.31	256, 133.55	440, 981.86	14, 219.46	.....	1, 454.27	35, 604.06	.....	136, 671.55	12, 400.00	239, 767.69	201, 214.17
Will.....	228, 018.13	733, 889.16	961, 907.29	77, 906.44	.....	16, 438.07	35, 989.11	10, 029.20	208, 840.76	22, 678.00	612, 128.06	349, 779.23
Williamson.....	289, 154.60	186, 028.04	475, 182.64	.....	.....	7, 400.00	19, 665.30	.....	96, 592.71	14, 686.10	138, 344.11	336, 838.53
Winnebago.....	56, 122.67	807, 708.61	863, 831.28	257, 711.28	.....	108, 940.08	29, 221.25	.....	218, 707.13	47, 369.29	684, 999.72	178, 831.56
Woodford.....	62, 508.55	139, 792.42	202, 300.97	32, 567.48	.....	.....	15, 950.38	.....	70, 576.19	12, 000.00	131, 094.05	71, 206.92
Total.....	\$25, 861, 220.60	\$38, 800, 093.22	\$64, 661, 313.82	\$16, 637, 321.58	\$1, 473, 890.62	\$873, 212.16	\$2, 588, 422.80	\$3, 906, 909.88	\$9, 704, 707.01	\$1, 087, 167.05	\$36, 271, 631.10	\$28, 389, 682.72

<sup>1</sup> Transferred from funds certified prior to 1965.  
<sup>2</sup> County Superintendent's salary & expenses and County's Contribution to Illinois Municipal Retirement fund.



LOCAL ROADS AND STREETS

TABLE 60.—COUNTY CONSTRUCTION APPROVED DURING 1965.

County	Bituminous Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges¹		Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	
Adams.....											\$8,354.74
Boone.....											1,125.84
Bureau.....			1.5399	\$58,255.25							
Champaign.....		\$8,612.05	2.5510	29,516.50	3.3564	\$35,340.15					
Christian.....			0.4710	33,837.18							
Coles.....				211,063.07							
Cook.....	13.7248	11,310,719.12	1.2233	118,404.20					3	22,503,621.59	13,932,744.91
Cook (Expwy.).....	1.8440	3,439,777.31						1.6571	6	5,514,414.74	10,072,910.90
Douglas.....					0.5016				1	37,861.65	37,861.65
DuPage.....		255,000.00	2.6642	465,942.45							520,942.45
Edgar.....										10,049.70	10,049.70
Ford.....			3.9560	70,785.75							70,785.75
Grundy.....			2.0189	10,041.92					1	26,795.20	10,041.92
Hancock.....					0.2462	16,232.54					26,795.20
Henderson.....					1.8237						16,232.54
Henry.....	8.5379	92,081.00	7.6320	36,922.64							129,003.64
Iroquois.....			1.3515	8,301.73							8,301.73
Kane.....			8.7533	166,006.90			2.3662	94,927.71			260,934.61
Kankakee.....							1.8100	67,375.85		1,256.50	68,632.35
Kendall.....			4.3651	29,944.63	3.5189	21,778.26					31,722.89
Knox.....			7.1842	64,140.95	8.3100	41,948.13					106,089.08
Lake.....			49.2909	467,195.89	0.1326					278,118.25	545,314.14
LaSalle.....			13.0453	511,670.50	0.9985	11,418.96		0.9985	2		533,242.33
Lawrence.....					0.8712				1	255,923.92	55,923.92
Lee.....			2.2530	98,728.70					2	238,590.40	137,319.10
Livingston.....			1.0528	5,559.36					2	34,011.03	66,065.74
Logan.....			2.1090	60,180.43				11.3255	2		60,180.43
McHenry.....			4.3014	92,873.15	3.0060	96,220.42			1	33,130.60	222,224.17
McLean.....			0.9659	5,238.44						218,000.00	23,238.44
Madison.....			1.5056	439,824.11					2		439,824.11
Massac.....			4.9780	57,997.47	2.0220	38,099.00					96,096.47
Moultrie.....					0.1136					11,388.65	11,388.65
Ogle.....			3.8889	218,763.22							18,763.22
Peoria.....					2.2680	135,897.91					135,897.91
Piatt.....	0.9246	94,928.32									94,928.32
Rock Island.....			12.2228	2201,524.55	12.2115	142,432.84					343,957.39
Sangamon.....							2.1750	83,015.09			83,015.09
Stephenson.....					13.4896	86,267.70				2,179.25	88,446.95

St. Clair.....	0.2501.....	2.2456.....	2641,707.67.....	.....	.....	.....	.....	.....	.....	641,707.67
Tazewell.....	.....	3.4408.....	2144,744.81.....	.....	.....	.....	.....	.....	.....	144,744.81
Vermilion.....	0.5017.....	.....	109,951.30.....	.....	.....	.....	.....	.....	.....	109,951.30
Whiteside.....	.....	0.2653.....	.....	.....	.....	.....	.....	.....	1	2136,783.70
Will.....	.....	2.8205.....	70,147.21.....	.....	.....	.....	.....	.....	.....	136,783.70
Winnebago.....	.....	5.5675.....	28,758.26.....	.....	.....	.....	.....	.....	4	70,147.21
Woodford.....	.....	5.7998.....	29,323.71.....	.....	.....	.....	.....	.....	.....	780,734.44
Total.....	25.7831	\$15,111,069.10	\$3,977,400.65	59.1212	\$890,281.06	16.1561	\$1,238,383.16	326	4\$9,141,240.35	\$30,358,373.32

Note: This table includes all day labor construction that was authorized and contracts that were approved during 1965. The costs tabulated in the "Cost" columns include estimated cost for day labor improvements and contract prices for contract improvements.

This table does not include force account work on Cook County or Cook County Expressway projects.

<sup>1</sup> Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small drainage structures and other incidental work built separately or in connection with the bridge sections.

<sup>2</sup> Includes work done in conjunction with an adjoining county, municipality, or road district or paid for, in part, with other funds. Only the county's motor fuel tax portion of the cost is shown in this table.

<sup>3</sup> Includes 7 highway grade separations, 2 railroad grade separations, 1 pedestrian overpass, 14 bridges, and 2 culverts.

<sup>4</sup> Includes \$25,976.45 for railroad crossing protection, \$7,850.00 for building removal, \$52,993.70 for signing, \$51,357.50 for landscaping and \$994,344.00 for main drains.

TABLE 61.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1965.

Funds	Day Labor or Contract	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges <sup>1</sup>		Total Cost
		Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
MFT.....	Contract.....	17.2452	\$15,018,988.10	109.2852	\$3,526,047.85	12.6643	\$344,960.58	0.9985	\$10,152.87	17	\$2,990,119.45	\$21,890,268.85
MFT.....	Day Labor <sup>2</sup> ..	8.5379	92,081.00	37.6902	249,828.25	34.2454	402,887.64	13.5005	109,510.44	.....	.....	854,307.33
County.....	Contract.....	.....	.....	12.4881	201,524.55	.....	.....	1.6571	1,118,718.85	9	6,151,120.90	7,471,364.30
County.....	Day Labor <sup>2</sup> ..	.....	.....	.....	.....	12.2115	142,432.84	.....	.....	.....	.....	142,432.84
Totals....	Totals....	25.7831	\$15,111,069.10	159.4635	\$3,977,400.65	59.1212	\$890,281.06	16.1561	\$1,238,382.16	26	\$9,141,240.35	\$30,358,373.32

<sup>1</sup> Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small drainage structures and other miscellaneous work built separately or in connection with the bridge sections.

<sup>2</sup> Day Labor costs are engineer estimates.









TABLE 64.—MOTOR FUEL TAX FUNDS AVAILABLE & DISBURSED TO MUNICIPALITIES DURING 1965.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Treasurers <sup>2</sup> Fees and Mis- cellaneous	Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal In- debtedness	Mainte- nance			
Abingdon.....	\$19,720.54	\$21,506.70	\$41,227.24	.....	.....	\$777.47	.....	\$10,290.60	.....	\$11,068.07	\$30,159.17
Addieville.....	467.26	1,432.12	1,899.38	.....	.....	.....	.....	.....	.....	.....	1,899.38
Addison.....	52,898.12	82,288.41	135,186.53	\$34,293.35	.....	533.65	\$14,912.50	32,939.00	.....	82,678.50	52,508.03
Adeline.....	2,287.85	805.95	3,093.80	.....	.....	.....	.....	.....	.....	.....	3,093.80
Albany.....	5,558.59	3,949.21	9,507.80	.....	.....	583.20	2,510.00	5,930.43	.....	9,023.63	484.17
Albers.....	2,759.54	3,509.01	6,268.55	.....	.....	217.62	.....	4,352.44	.....	4,570.06	1,698.49
Albion.....	25,760.10	12,554.37	38,314.47	.....	.....	629.55	.....	6,656.10	.....	7,285.65	31,028.82
Aledo.....	50,890.96	19,095.02	69,985.98	.....	.....	609.30	.....	21,067.00	.....	21,676.30	48,309.68
Alexis.....	18,784.82	5,443.31	24,228.13	.....	.....	754.41	.....	8,546.06	.....	9,300.47	14,927.66
Algonquin.....	4,289.42	16,689.54	20,978.96	.....	.....	1,205.50	1,886.88	13,788.07	.....	16,880.45	4,098.51
Alhambra.....	6,745.33	3,329.24	10,074.57	.....	.....	421.21	.....	4,053.75	.....	4,474.96	5,599.61
Allendale.....	3,064.33	2,882.87	5,947.20	.....	.....	.....	.....	2,078.66	.....	2,078.66	3,868.54
Allenville.....	86.23	1,184.15	1,270.38	.....	.....	.....	.....	1,097.15	.....	1,097.15	3,173.23
Allerton.....	458.45	1,748.32	2,206.77	.....	.....	.....	.....	.....	.....	.....	2,206.77
Alma.....	36.83	2,219.48	2,256.31	.....	.....	.....	.....	2,212.06	\$44.25	2,256.31	.....
Alorton.....	19,843.57	20,347.37	40,190.94	.....	.....	690.45	.....	16,814.25	.....	17,504.70	22,686.24
Alpha.....	9,590.65	3,949.20	13,539.85	.....	.....	845.25	.....	11,536.69	.....	12,381.94	1,157.91
Alsey.....	3,710.01	1,537.52	5,247.53	.....	.....	.....	.....	.....	.....	.....	5,247.53
Alsip.....	38,287.23	41,141.10	79,428.33	25,432.00	.....	1,839.00	13,212.50	240.00	.....	40,723.50	38,704.83
Altamont.....	18,287.72	10,266.68	28,554.40	.....	.....	743.59	.....	9,651.35	.....	10,394.94	18,159.46
Alton.....	351,660.62	271,632.92	623,293.54	18,077.99	\$5,017.73	18,112.30	.....	98,840.57	.....	140,048.59	483,244.95
Altona.....	857.53	3,130.84	3,988.37	.....	.....	181.20	.....	1,454.19	.....	1,635.39	2,352.98
Alto Pass.....	370.28	2,002.49	2,372.77	1,500.00	.....	.....	.....	.....	.....	1,500.00	872.77
Alvan.....	362.87	1,742.11	2,104.98	.....	.....	.....	.....	.....	.....	.....	2,104.98
Amboy.....	21,324.07	12,814.74	34,138.81	21,246.31	.....	1—10.78	13,082.84	1—179.56	.....	34,138.81	.....
Anchor.....	4,385.88	1,202.74	5,588.62	.....	.....	.....	.....	.....	.....	.....	5,588.62
Andalusia.....	303.77	4,767.55	5,071.32	.....	.....	.....	.....	.....	.....	.....	1,944.65
Andover.....	143.23	1,828.91	1,972.14	.....	.....	.....	.....	.....	.....	.....	.....
Anna.....	61,847.82	26,534.65	88,382.47	37,454.27	.....	5,247.87	14,477.40	1,972.14	.....	3,126.67	.....
Annawan.....	17,058.88	4,345.97	21,404.85	.....	.....	984.72	.....	.....	.....	1,972.14	31,202.93
Antioch.....	2,600.00	15,746.65	18,346.65	5,920.56	.....	3,474.30	.....	17,037.32	.....	18,022.04	3,382.81
Apple River.....	7,147.30	2,957.24	10,104.54	.....	.....	498.25	.....	6,321.40	.....	15,716.26	2,630.39
Arcola.....	7,256.57	14,091.88	21,348.45	.....	.....	.....	.....	4,754.56	.....	5,252.81	4,851.73
Arenzville.....	.....	2,585.26	2,585.26	244.26	.....	262.32	.....	10,680.87	.....	10,680.87	10,667.58
Argenta.....	1,064.11	5,331.73	6,395.84	.....	.....	.....	.....	1,456.45	.....	1,963.03	622.23
Arlington.....	3,861.30	1,574.71	5,436.01	.....	.....	490.97	.....	5,300.55	.....	5,300.55	1,095.29
Arlington Heights.....	337,168.46	241,613.67	578,782.13	331,663.05	.....	5.00	165,353.80	4,936.41	.....	524,017.35	8.63
Armington.....	2,576.43	2,027.30	4,603.73	.....	.....	371.64	.....	26,995.50	.....	4,603.73	54,764.78
Aroma Park.....	10,994.18	4,612.56	15,606.74	.....	.....	383.63	.....	4,232.09	.....	4,077.42	11,529.32
Arrowsmith.....	6,047.04	1,977.70	8,024.74	.....	.....	34.29	.....	3,693.79	.....	301.01	7,723.73
Arthur.....	29,634.21	13,143.33	42,777.54	37,774.60	.....	3,842.64	.....	266.72	.....	42,777.54	.....
Asakum.....	3,390.89	3,725.99	7,116.88	7,116.88	.....	.....	.....	320.32	839.98	7,116.88	.....

LOCAL ROADS AND STREETS



# LOCAL ROADS AND STREETS

Ashland.....	3, 387.80	6, 596.45	9, 984.25	.....	.....	351.72	.....	6, 474.96	.....	6, 826.68	3, 157.57
Ashley.....	5, 779.60	4, 104.20	9, 883.80	.....	.....	99.30	.....	4, 017.63	.....	4, 116.93	5, 766.87
Ashmore.....	1, 312.89	2, 771.27	4, 084.16	.....	.....	.....	.....	606.53	.....	618.66	3, 465.50
Ashton.....	21, 922.48	6, 348.51	28, 270.99	.....	22, 485.01	1-617.38	.....	6, 403.36	.....	28, 270.99	.....
Assumption.....	17, 590.49	8, 921.33	26, 511.82	.....	.....	413.74	.....	10, 394.06	.....	10, 807.80	15, 704.02
Astoria.....	7, 044.93	7, 476.81	14, 521.74	.....	.....	356.76	.....	7, 677.46	.....	8, 034.16	6, 487.58
Athens.....	3, 739.38	6, 416.65	10, 156.03	.....	.....	325.76	.....	6, 286.67	.....	8, 702.43	1, 453.60
Atkinson.....	26, 256.81	5, 852.52	32, 109.33	.....	.....	843.37	.....	12, 181.41	.....	13, 024.78	19, 084.55
Atlanta.....	10, 270.12	9, 721.12	19, 991.24	.....	.....	810.80	.....	9, 192.21	.....	10, 003.01	9, 988.23
Atwood.....	15, 709.28	7, 799.20	23, 508.48	.....	.....	.....	.....	3, 518.00	.....	3, 518.00	19, 990.48
Auburn.....	14, 717.87	13, 950.31	28, 668.18	.....	.....	383.41	.....	7, 217.74	.....	7, 601.15	21, 067.03
Augusta.....	477.77	5, 672.70	6, 150.47	.....	.....	227.92	.....	4, 034.55	.....	4, 262.47	1, 888.00
Aurora.....	207, 496.00	395, 012.83	602, 508.83	.....	387, 472.88	18, 180.80	.....	134, 656.51	.....	564, 491.90	38, 016.93
Ava.....	23, 787.69	4, 122.81	27, 910.50	.....	.....	.....	.....	11, 713.06	.....	11, 713.06	16, 197.44
Aviston.....	3, 667.95	4, 445.18	8, 113.13	.....	.....	128.10	.....	1, 416.28	.....	1, 544.38	6, 568.75
Avon.....	7, 732.90	6, 174.87	13, 907.77	.....	.....	449.83	.....	10, 098.14	.....	10, 653.45	3, 254.32
Baldwin.....	6, 747.21	2, 083.08	8, 830.29	.....	.....	.....	.....	4, 555.91	.....	4, 555.91	4, 274.38
Banner.....	327.51	1, 531.31	1, 858.82	.....	.....	60.45	.....	1, 207.74	.....	1, 268.19	590.63
Bannockburn.....	18, 273.54	2, 889.06	21, 162.60	.....	.....	426.92	.....	1, 984.30	.....	426.92	20, 735.68
Bardolph.....	469.80	1, 649.11	2, 118.91	.....	.....	99.22	.....	8, 186.16	.....	2, 083.52	35.39
Barrington.....	12, 684.44	35, 477.25	48, 161.69	.....	18, 220.00	2, 625.84	.....	.....	.....	29, 032.00	19, 129.69
Barrington Hills.....	11, 068.64	14, 265.45	25, 334.09	.....	.....	.....	.....	.....	.....	.....	25, 334.09
Barry.....	14, 460.17	8, 815.94	23, 276.11	.....	.....	130.33	.....	2, 668.79	.....	2, 799.12	20, 476.99
Bartelo.....	4, 595.23	2, 293.89	6, 889.12	.....	1-36.62	266.15	.....	4, 072.33	.....	4, 301.86	2, 587.26
Bartlett.....	17, 793.86	14, 203.48	31, 997.34	.....	18, 025.80	814.18	.....	.....	.....	18, 839.98	13, 157.36
Bartonville.....	40, 235.96	51, 847.57	92, 083.53	.....	.....	1, 268.39	.....	22, 182.13	.....	46, 918.68	45, 164.85
Basco.....	1, 499.64	1, 184.15	2, 683.79	.....	.....	.....	.....	.....	.....	.....	2, 683.79
Batavia.....	46, 277.92	46, 472.85	92, 750.77	.....	45, 024.44	2, 705.16	.....	.....	.....	47, 754.60	44, 996.17
Batehstown.....	2, 275.26	1, 537.52	3, 812.78	.....	.....	.....	.....	.....	.....	.....	3, 812.78
Bath.....	6, 293.44	2, 467.49	8, 760.93	.....	.....	93.16	.....	1, 609.51	.....	1, 702.67	7, 058.26
Baylis.....	1, 041.68	1, 760.72	2, 802.40	.....	.....	.....	.....	2, 733.19	.....	2, 733.19	69.21
Beardstown.....	44, 938.88	39, 020.81	83, 959.69	.....	.....	.....	.....	.....	.....	.....	83, 959.69
Beaverville.....	10, 478.71	2, 665.84	13, 144.55	.....	9, 484.65	245.65	.....	1, 481.39	.....	11, 211.69	1, 932.86
Beckemeyer.....	2, 632.14	6, 546.86	9, 179.00	.....	.....	296.50	.....	5, 545.13	.....	5, 841.63	3, 337.37
Bedford Park.....	6, 193.64	4, 569.18	10, 762.82	.....	.....	.....	.....	6, 481.35	.....	6, 481.35	4, 281.47
Beecher.....	19, 991.97	8, 474.97	28, 466.94	.....	.....	750.89	.....	13, 647.60	.....	14, 398.49	14, 068.45
Beecher City.....	365.13	2, 802.23	3, 167.36	.....	.....	.....	.....	2, 389.46	.....	2, 389.46	777.90
Belgium.....	2, 788.48	3, 062.66	5, 851.14	.....	.....	.....	.....	1, 264.54	.....	1, 290.34	4, 560.80
Belknap.....	1, 343.79	1, 258.54	2, 602.33	.....	.....	.....	.....	.....	.....	.....	2, 602.33
Belleflower.....	3, 032.15	2, 411.70	5, 443.85	.....	501.00	345.32	.....	.....	.....	.....	2, 244.03
Belle Prairie City.....	260.66	508.37	769.03	.....	.....	.....	.....	.....	.....	.....	450.88
Belle Rive.....	35.15	1, 878.50	1, 913.65	.....	.....	.....	.....	.....	.....	.....	.....
Belleville.....	.....	231, 025.00	231, 025.00	.....	40, 092.52	.....	.....	2, 353.50	.....	3, 199.82	2, 602.33
Bellevue.....	11, 249.84	9, 677.71	20, 927.55	.....	.....	29, 562.32	.....	318.15	.....	318.15	2, 244.03
Bellmont.....	2, 810.90	1, 983.88	4, 794.78	.....	.....	265.45	.....	1, 646.31	.....	1, 646.31	267.34
Bellwood.....	12, 408.46	134, 212.16	146, 620.62	.....	.....	.....	.....	100, 317.02	.....	184, 453.04	46, 571.96
Belvidere.....	108, 681.65	69, 579.03	178, 260.68	.....	81, 600.81	.....	.....	3, 600.63	.....	3, 866.08	17, 061.47
Bement.....	1, 847.39	9, 659.12	11, 506.51	.....	.....	2, 507.34	.....	1, 766.24	.....	1, 766.24	3, 028.54
Bend.....	3, 714.67	11, 457.02	15, 171.69	.....	.....	1, 926.13	.....	39, 923.63	.....	133, 888.14	12, 732.48
Bensonville.....	77, 483.04	68, 549.89	146, 032.93	.....	.....	.....	.....	9, 269.81	.....	41, 849.76	136, 410.92
Benson.....	8, 085.86	2, 647.25	10, 733.11	.....	4, 473.47	.....	.....	11, 207.53	.....	9, 269.81	2, 236.70
Bently.....	645.93	551.77	1, 197.70	.....	.....	289.42	.....	15, 837.15	.....	20, 310.62	3, 964.16
Benton.....	29, 676.33	43, 540.37	73, 216.70	.....	.....	49.94	.....	6, 305.58	.....	6, 595.00	125, 722.31
Berkeley.....	17, 545.73	39, 219.19	56, 764.92	.....	.....	329.52	.....	998.76	.....	1, 048.70	4, 138.11
				.....	.....	89.35	.....	8, 222.37	.....	35, 057.71	38, 158.99
				.....	.....	.....	.....	6, 651.05	.....	45, 053.57	11, 711.35



LOCAL ROADS AND STREETS

TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Berlin.....	904.05	1,221.34	2,125.39	.....	.....	.....	.....	1,178.30	.....	1,178.30	947.09
Berwyn.....	580,402.68	336,171.63	916,574.31	247,579.95	.....	17,780.95	.....	159,078.69	.....	424,439.59	492,134.72
Bethalto.....	233.29	24,153.98	24,387.27	1,086.84	.....	4,082.24	.....	12,832.64	.....	18,001.72	6,385.55
Bethany.....	8,144.09	6,931.26	15,075.35	.....	.....	.....	.....	5,518.30	112.62	5,630.92	9,444.43
Biggsville.....	3,673.41	2,138.88	5,812.29	.....	.....	.....	.....	.....	.....	.....	5,812.29
Bingham.....	666.79	756.37	1,423.16	.....	.....	.....	.....	.....	.....	.....	267.16
Birds.....	999.99	1,456.92	2,456.91	.....	.....	.....	.....	1,156.00	.....	1,156.00	535.18
Bishop Hill.....	3,368.16	1,016.76	4,384.92	.....	.....	78.97	.....	1,805.08	37.68	1,921.73	3,785.74
Blandinsville.....	1,707.25	5,288.33	6,995.58	.....	.....	303.87	.....	6,077.35	.....	6,381.22	614.36
Bloomington.....	19,530.62	7,824.00	27,354.62	.....	.....	281.24	.....	5,624.04	.....	5,906.04	21,448.58
Bloomington.....	143,776.84	224,868.72	368,645.56	44,753.11	25,035.32	1,323.80	.....	3,077.04	.....	74,189.27	294,456.29
Blue Island.....	.....	121,625.38	121,625.38	61,021.30	.....	7,725.86	.....	18,162.37	.....	86,909.53	34,715.85
Blue Mound.....	9,547.09	6,435.26	15,982.35	.....	.....	.....	.....	3,649.88	.....	3,649.88	12,332.47
Bluffs.....	4,314.43	4,829.55	9,143.98	.....	.....	.....	.....	1,387.02	.....	1,387.02	7,756.96
Blufford.....	306.38	2,405.48	2,711.86	.....	.....	.....	.....	2,419.69	.....	2,419.69	292.17
Bone Gap.....	333.25	1,518.92	1,852.17	.....	.....	.....	.....	1,740.49	43.50	1,783.99	68.18
Bonfield.....	1,134.93	1,103.52	2,238.45	.....	.....	99.00	.....	634.30	.....	733.30	1,505.15
Bourbonnais.....	5,283.77	20,682.15	25,965.92	5,999.50	.....	2,748.81	.....	1,558.93	.....	10,307.24	15,658.68
Bowen.....	690.24	3,465.63	4,155.87	.....	.....	161.06	.....	2,511.59	.....	2,672.65	1,483.22
Braceville.....	5,210.68	3,459.42	8,670.10	.....	.....	611.25	.....	6,430.05	.....	7,041.30	1,628.80
Bradford.....	1,972.30	5,313.12	7,285.42	.....	.....	235.78	.....	4,735.99	.....	4,971.77	2,313.65
Bradley.....	32,417.17	52,234.90	84,652.07	45,059.62	.....	3,585.41	13,230.64	7,962.00	.....	69,837.67	14,814.40
Braidwood.....	19,453.50	12,052.18	31,505.68	.....	.....	832.23	.....	10,028.13	.....	10,860.36	20,645.32
Breese.....	9,225.49	15,257.44	24,482.93	.....	.....	224.20	.....	4,155.89	.....	4,380.09	20,102.84
Bridgeport.....	14,611.86	14,011.29	28,623.15	10,761.05	.....	1,689.64	4,400.00	5,734.24	.....	22,584.93	6,038.22
Bridgeview.....	241,679.74	45,468.48	287,148.22	.....	.....	.....	.....	.....	.....	.....	287,148.22
Brighton.....	11,064.14	8,950.93	20,015.07	.....	.....	407.59	.....	7,984.85	.....	8,392.44	11,622.63
Brimfield.....	3,516.19	4,066.99	7,583.18	.....	.....	318.34	.....	6,126.48	.....	6,444.82	1,138.36
Broadlands.....	2,426.18	2,132.70	4,558.88	.....	.....	.....	.....	3,477.88	.....	3,477.88	1,081.00
Broadview.....	7,802.85	59,752.57	67,555.42	.....	.....	.....	47,756.25	.....	.....	47,756.25	19,799.17
Broadwell.....	.....	1,072.54	1,072.54	.....	.....	.....	.....	504.30	10.09	514.39	558.15
Brocton.....	3,392.33	2,355.88	5,748.21	.....	.....	.....	.....	4,559.06	.....	4,559.06	1,189.15
Brookfield.....	36,908.18	126,653.33	163,561.51	1—986.00	.....	4,520.53	64,148.67	89,742.53	.....	157,425.73	6,135.78
Brooklyn.....	22,606.99	11,915.81	34,522.80	.....	.....	2,065.35	.....	5,829.01	.....	7,894.36	26,628.44
Brookport.....	15,778.26	7,154.44	22,932.70	.....	.....	.....	.....	9,550.57	.....	9,550.57	13,382.13
Broughton.....	336.39	1,456.92	1,793.31	.....	.....	.....	.....	1,757.79	35.52	1,793.31	.....
Browning.....	6,762.87	1,859.91	8,622.78	.....	.....	.....	.....	1,144.54	.....	1,144.54	8,478.24
Browns.....	948.82	1,556.11	2,504.93	.....	.....	.....	.....	2,238.21	.....	2,238.21	266.72
Brownstown.....	2,362.75	4,085.59	6,448.34	.....	.....	382.68	.....	3,025.80	.....	3,408.48	3,039.86
Brussels.....	3,376.82	1,246.14	4,622.96	.....	.....	172.50	.....	3,475.31	.....	3,647.81	3,975.15
Bryant.....	374.75	2,145.08	2,519.83	.....	.....	95.23	.....	2,049.35	.....	2,144.58	375.25
Buckingham.....	2,113.12	942.36	3,055.48	.....	.....	291.18	.....	1,916.40	.....	2,207.58	847.90



# LOCAL ROADS AND STREETS

Buckley.....	5, 881.66	4, 277.79	10, 159.45	603.90	1, 153.14	8, 773.79	1, 757.04	8, 402.41
Buckner.....	8, 121.20	3, 781.81	11, 903.01		568.16		9, 528.79	2, 374.22
Buda.....	5, 980.08	4, 538.18	10, 518.26		566.08		7, 217.61	3, 300.65
Buffalo.....	3, 793.45	2, 207.08	6, 000.53		221.01		4, 487.15	1, 513.38
Buffalo Grove.....	46, 492.08	21, 258.70	67, 750.78		8, 527.23		13, 357.23	54, 393.55
Bulpitt.....	12, 148.59	1, 903.32	14, 051.91				3, 180.21	10, 871.70
Buncombe.....	1, 159.22	1, 239.93	2, 399.15				1, 543.39	855.76
Bunker Hill.....	7, 537.54	9, 448.32	16, 985.86		455.40		11, 611.34	5, 374.52
Bureau Junction.....	9, 927.88	2, 486.08	12, 413.96					12, 413.96
Burlington.....	8, 426.00	2, 231.89	10, 657.89		294.75		617.02	10, 040.87
Burnham.....	16, 190.02	15, 362.82	31, 552.84				294.75	31, 258.09
Burnt Prairie.....	62.97	731.57	794.54				759.40	35.14
Burr Ridge.....	1, 439.34	4, 897.75	6, 337.09					6, 337.09
Bush.....	3, 467.62	2, 845.65	6, 313.27					3, 026.00
Bushnell.....	23, 731.89	23, 000.84	46, 732.73		410.47		64.46	18, 633.88
Butler.....	991.89	1, 543.74	2, 535.63					38.27
Byron.....	10, 737.83	9, 783.09	20, 520.92	10, 343.00	640.68		18, 470.05	2, 050.87
Cabery.....	2, 198.88	1, 816.50	4, 015.38		49.58		847.24	3, 168.14
Cahokia.....	19, 787.02	98, 134.78	117, 921.80	5, 296.94	11, 472.98		16, 769.92	101, 151.88
Cairo.....	26, 835.54	57, 954.63	84, 790.17		315.29		2, 900.00	81, 890.17
Calhoun.....	116.79	1, 165.55	1, 282.34		99.40		2, 958.71	323.63
Calumet City.....		169, 995.30	169, 995.30	10, 124.93	3, 089.68		116, 075.95	53, 919.35
Calumet Park.....	13, 175.85	52, 374.92	65, 550.77	64, 268.62	205.00		64, 473.62	1, 077.15
Camargo.....	536.74	1, 711.12	2, 247.86				1, 658.40	589.46
Cambria.....	2, 827.64	3, 521.42	6, 349.06				4, 608.42	1, 648.47
Cambridge.....		10, 322.48	10, 322.48				1, 856.16	1, 376.20
Camden.....	46.29	719.16	765.45				735.90	29.55
Campbell Hill.....	4, 860.12	1, 630.51	6, 490.63				4, 468.77	2, 021.86
Camp Point.....	16, 959.61	6, 909.00	23, 868.61		439.94		10, 232.47	13, 636.14
Campus.....	3, 093.07	1, 022.94	4, 116.01					4, 116.01
Canton.....	41, 555.58	84, 603.60	126, 159.18				90, 432.58	35, 726.60
Cantrall.....	138.95	712.96	851.91				500.00	351.91
Capron.....	8, 135.80	4, 067.00	12, 202.80		109.60		1—109.60	12, 202.80
Carbon Cliff.....	14, 820.34	7, 861.21	22, 681.55		925.68		5, 320.50	16, 435.37
Carbondale.....	134, 697.73	113, 226.54	247, 924.27	3, 772.25	1—648.27			244, 800.29
Carbon Hill.....	3, 073.03	1, 463.11	4, 536.14		488.67		4, 536.14	39, 325.18
Carlinville.....	15, 065.96	33, 726.28	48, 792.24		511.74		9, 467.06	2, 261.45
Carlock.....	5, 642.14	2, 375.41	8, 017.55		4, 170.30		1, 585.80	5, 756.10
Carlyle.....	17, 678.58	17, 997.71	35, 676.29	6, 000.00	433.00		8, 217.36	14, 650.36
Carmi.....	12, 550.78	38, 140.44	50, 691.22		649.45		18, 553.73	27, 414.18
Carol Stream.....	13, 143.86	15, 586.00	28, 729.86		481.90		11, 515.60	16, 732.36
Carpentersville.....	117, 631.83	108, 023.29	225, 655.12	1—493.04	7, 290.16		107, 938.26	110, 919.74
Carrier Mills.....	24, 798.58	12, 436.57	37, 235.15		1—62.34		1, 492.94	1, 430.60
Carrollton.....	24, 914.55	15, 858.80	40, 773.35		806.84		21, 788.29	22, 595.13
Carthage.....	8, 191.68	16, 385.77	24, 577.45		169.95		5, 565.40	18, 842.10
Cary.....	3, 808.66	20, 613.95	24, 422.61		753.53		14, 715.61	15, 469.14
Casey.....	4, 494.40	19, 863.78	24, 358.18	148.90	2, 157.03		6, 495.00	8, 800.93
Caseyville.....	7, 650.89	17, 917.08	25, 567.97	2, 014.28	1—175.55		1, 313.80	3, 152.53
Catalin.....	17, 322.55	15, 877.48	33, 200.03		681.17		18, 414.55	19, 095.72
Cave-in-Rock.....	3, 840.92	7, 830.18	11, 671.10				7, 018.48	7, 018.48
Cedar Point.....	11, 603.54	3, 068.85	14, 672.39				2, 941.39	2, 941.39
Cedarville.....	3, 390.02	1, 909.51	5, 299.53		40.14			
Central City.....	2, 232.00	3, 533.81	5, 765.81	1—26.14				14.00
Centraha.....	5, 242.70	8, 815.94	14, 058.64				8, 685.50	5, 751.81
	19, 894.97	93, 931.39	113, 826.36	26, 890.76	2, 255.37		14, 916.65	5, 373.14
								25, 223.68



TABLE 64.—Continued.

LOCAL ROADS AND STREETS

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Centreville.....	148,497.56	79,163.76	227,661.32	66,378.72	.....	6,596.03	.....	44,055.74	.....	117,030.49	110,630.83
Cerro Gordo.....	2,290.18	6,615.06	8,905.24	.....	.....	.....	.....	6,805.30	.....	6,805.30	2,099.94
Chadwick.....	6,311.86	3,732.20	10,044.06	.....	.....	559.05	.....	5,516.63	.....	6,075.68	3,968.38
Champaign.....	94,342.01	325,667.30	420,009.31	184,770.16	1—15,679.01	30,600.00	5,762.67	25,062.47	.....	230,516.29	180,493.02
Chandlerville.....	8,833.45	4,451.37	13,284.82	.....	.....	346.52	.....	7,700.51	.....	8,047.03	5,237.79
Channahon.....	6,848.95	6,956.04	13,804.99	.....	.....	798.72	.....	8,708.02	.....	9,506.74	4,298.25
Chapin.....	3,337.27	2,957.25	6,294.52	.....	.....	259.40	.....	5,441.84	.....	5,441.84	852.68
Charleston.....	34,515.86	65,127.67	99,643.53	51,458.08	4,350.00	4,314.37	.....	16,897.82	.....	77,020.27	22,623.26
Chatham.....	3,206.60	9,780.85	12,987.45	.....	.....	525.72	.....	5,324.16	.....	5,849.88	7,137.57
Chatsworth.....	6,625.74	8,245.57	14,871.31	.....	.....	617.21	.....	7,162.80	.....	7,780.01	7,091.30
Chebanse.....	2,237.45	6,168.69	8,406.14	.....	.....	392.36	.....	3,167.47	.....	3,559.83	4,846.31
Chenoe.....	10,510.58	9,442.11	19,952.69	15,612.19	.....	230.50	.....	4,110.00	.....	19,952.69	.....
Cherry.....	3,013.58	3,106.04	6,119.62	.....	.....	480.02	.....	4,321.70	.....	4,801.72	1,317.90
Cherry Valley.....	7,610.59	5,424.73	13,035.32	.....	.....	.....	.....	.....	.....	.....	13,035.32
Chester.....	108,693.85	31,664.53	140,358.38	79,079.77	.....	.....	.....	.....	.....	79,079.77	61,278.61
Chesterfield.....	2,134.90	1,735.91	3,870.81	.....	.....	.....	.....	.....	.....	.....	3,870.81
Chicago.....	10,085,290.18	22,011,380.70	32,096,670.88	6,358,345.66	163,386.10	2,207,962.11	93,483.56	9,190,172.78	69,491.72	18,082,841.93	14,013,828.95
Chicago Heights.....	86,501.18	212,841.32	299,342.50	74,082.31	.....	14,225.94	18,975.00	54,409.61	.....	161,692.86	137,649.64
Chicago Ridge.....	29,790.62	42,071.06	71,861.68	3,017.25	.....	329.56	22,087.50	.....	.....	25,434.31	46,427.37
Chillicothe.....	13,225.69	20,830.94	34,056.63	1,606.85	.....	639.62	2,485.76	7,306.01	.....	12,038.24	22,018.39
Chrisman.....	8,257.07	7,569.80	15,826.87	.....	.....	.....	.....	8,850.00	.....	8,850.00	6,976.87
Christopher.....	31,669.00	17,693.88	49,362.88	.....	.....	1,862.22	4,280.00	31,667.68	381.92	38,191.82	11,171.06
Cicero.....	.....	428,584.11	428,584.11	308,533.20	.....	31,034.23	75,968.10	13,028.58	.....	428,584.11	.....
Cisne.....	464.87	2,467.47	2,932.34	.....	.....	.....	.....	2,516.02	.....	2,516.02	416.32
Cisna Park.....	6,847.94	3,812.80	3,812.80	.....	.....	.....	.....	3,378.85	66.25	3,378.85	433.95
Claremont.....	1,661.83	4,978.34	11,826.28	.....	.....	429.25	.....	4,093.34	45.23	4,567.82	7,258.46
Clarendon Hills.....	49,175.60	1,382.53	3,044.36	.....	.....	250.74	.....	2,025.83	46.47	2,323.04	721.32
Clay City.....	5,245.47	36,485.14	85,660.74	.....	.....	818.65	16,487.50	8,889.19	.....	26,195.34	59,465.40
Clayton.....	9,405.35	7,092.44	12,337.91	.....	.....	212.68	4,910.00	3,267.85	.....	8,390.53	3,947.38
Clear Lake.....	1,210.71	4,798.57	14,203.92	.....	.....	345.68	.....	7,499.86	.....	7,845.54	6,358.38
Cleveland.....	3,046.37	1,357.75	2,568.46	.....	.....	.....	.....	1,269.35	.....	1,269.35	1,299.11
Clifton.....	.....	1,556.10	4,602.47	.....	.....	.....	520.00	844.20	.....	1,364.20	3,238.27
Clinton.....	53,032.55	6,311.27	6,311.27	458.19	.....	455.11	.....	3,010.32	.....	3,923.62	2,387.65
Coal City.....	33,016.08	45,598.67	98,631.22	.....	.....	6,135.09	.....	5,531.91	.....	11,667.00	86,964.22
Coalton.....	1,781.45	17,681.50	50,697.58	.....	.....	.....	3,041.25	.....	.....	3,041.25	47,656.33
Coal Valley.....	3,566.03	9,798.12	3,963.76	.....	1,200.00	.....	.....	2,410.39	.....	2,410.39	1,553.37
Coatsburg.....	205.30	1,103.53	13,364.15	.....	.....	.....	.....	.....	.....	1,200.00	12,164.15
Cobden.....	19,135.70	5,691.31	24,827.01	.....	.....	.....	.....	1,283.16	25.67	1,308.83	23,897.59
Coffeen.....	216.17	3,112.25	3,328.42	.....	.....	20.00	.....	909.42	.....	929.42	329.10
Colchester.....	9,953.15	9,268.54	19,221.69	.....	.....	.....	.....	2,999.32	.....	2,999.32	19,221.69
Coleta.....	4,653.86	1,221.34	5,875.20	.....	.....	.....	.....	.....	.....	.....	5,875.20
Colfax.....	7,348.97	5,542.52	12,891.49	1,546.50	.....	953.31	.....	2,725.40	.....	5,225.21	7,666.28



LOCAL ROADS AND STREETS

Collinsville.....	105,798.88	88,140.89	193,939.77	21,818.55	6,250.56	.....	90,570.55	3,853.48	122,493.14	71,446.63
Colona.....	2,059.52	5,616.91	7,676.43	.....	.....	.....	1,040.44	22.35	1,139.51	7,676.43
Colp.....	442.06	1,246.14	1,688.20	.....	.....	.....	6,488.47	.....	7,704.72	548.69
Columbia.....	33,545.67	19,677.81	53,223.48	386.34	829.91	.....	1,046.00	20.92	1,066.92	45,518.76
Columbus.....	1,213.96	675.77	1,889.73	.....	.....	.....	.....	.....	.....	822.81
Compton.....	3,998.22	2,269.07	6,267.29	.....	.....	.....	2,026.36	46.85	2,389.22	6,267.29
Concord.....	2,946.79	1,301.93	4,248.72	.....	316.01	.....	375.63	.....	375.63	1,859.50
Congerville.....	.....	1,475.53	1,475.53	.....	.....	.....	.....	.....	.....	1,099.90
Cooksville.....	8,512.97	1,370.14	9,883.11	.....	.....	.....	.....	.....	.....	9,883.11
Cordova.....	3,231.66	3,112.26	6,343.92	.....	33.35	.....	245.00	.....	278.35	6,065.57
Cornell.....	780.87	3,248.65	4,029.52	.....	128.38	.....	1,613.25	35.91	1,831.54	2,197.98
Cortland.....	6,354.65	2,858.05	9,212.70	.....	418.50	.....	4,451.55	.....	4,870.05	4,342.65
Coutlerville.....	13,714.16	6,336.10	20,050.26	.....	.....	.....	4,148.17	.....	4,148.17	15,902.09
Country Club Hills.....	12,400.25	29,578.68	41,978.93	8,228.82	673.77	17,088.13	10,928.69	.....	36,919.41	5,059.52
Countryside.....	23,666.85	16,280.36	39,947.21	21,590.00	2,227.00	.....	.....	.....	23,817.00	16,130.21
Cowden.....	646.53	3,564.82	4,211.35	.....	123.12	.....	3,278.00	138.81	3,539.93	671.42
Crainville.....	1,442.33	2,610.05	4,052.38	.....	.....	.....	2,231.81	44.64	2,276.45	1,775.93
Creal Springs.....	9,335.48	4,860.55	14,196.03	.....	440.00	.....	8,524.47	.....	8,964.47	5,231.56
Crescent City.....	2,567.25	3,304.43	5,871.68	.....	.....	.....	.....	.....	.....	5,871.68
Creston.....	6,043.08	2,814.65	8,857.73	.....	.....	.....	.....	.....	.....	8,857.73
Crest Hill.....	55,853.10	36,193.76	92,046.86	.....	1,562.51	498.70	26,187.24	.....	28,248.45	63,798.41
Crestwood.....	46,963.81	24,290.36	71,254.17	.....	688.65	.....	7,271.86	.....	7,960.51	63,293.66
Crete.....	26,921.40	23,484.41	50,405.81	.....	785.52	.....	8,728.00	.....	9,513.52	40,892.29
Creve Coeur.....	99,242.12	41,438.69	140,680.81	.....	1,356.37	.....	19,669.49	.....	21,025.86	119,654.95
Crossville.....	22,125.87	5,418.53	27,544.40	2,266.30	516.35	.....	5,857.38	.....	6,373.73	21,170.67
Crystal Lake.....	12,785.33	51,544.16	64,329.49	.....	3,165.86	.....	37,104.04	.....	42,536.20	21,793.29
Cuba.....	1,852.14	8,555.57	10,407.71	.....	449.71	.....	4,214.71	.....	4,664.42	5,743.29
Cullom.....	12,157.71	3,440.82	15,598.53	.....	526.06	.....	5,222.06	.....	5,748.12	9,850.41
Cutler.....	8,868.22	2,758.86	11,627.08	.....	.....	.....	5,087.52	101.75	5,189.27	6,437.81
Cypress.....	965.09	1,636.71	2,601.80	.....	.....	.....	999.45	.....	999.45	1,602.35
Dahlgren.....	295.01	2,975.86	3,270.87	.....	.....	.....	.....	.....	.....	3,270.87
Dakota.....	4,199.31	2,250.48	6,449.79	521.36	.....	1,140.00	.....	.....	1,661.36	4,788.43
Dallas City.....	373.28	7,910.80	8,284.08	.....	442.79	.....	6,194.86	.....	6,637.65	1,646.43
Dalton City.....	494.30	2,393.06	2,887.36	.....	.....	.....	2,461.96	.....	2,461.96	425.40
Dalzell.....	.....	3,075.04	3,075.04	2,871.29	.....	.....	.....	.....	2,871.29	203.75
Dana.....	1,086.06	1,487.93	2,573.99	1-131.62	131.62	.....	.....	.....	.....	2,573.99
Danforth.....	2,628.46	2,442.68	5,071.14	.....	221.98	.....	966.92	.....	1,188.90	3,882.24
Danvers.....	2,884.05	4,854.35	7,738.40	2,990.20	1,749.02	.....	.....	.....	4,739.22	2,999.18
Danville.....	236,983.63	259,493.95	496,477.58	145,148.35	13,039.66	.....	39,037.80	.....	231,575.81	264,901.77
Davis.....	3,228.26	2,690.66	5,918.92	.....	.....	.....	.....	.....	.....	5,918.92
Dawson.....	2,534.72	2,436.47	4,971.19	.....	191.90	.....	3,269.80	69.23	3,530.93	1,440.26
Decatur.....	409,286.12	526,232.53	935,518.65	7,839.55	2,744.11	373,080.80	13,409.50	.....	397,073.96	538,444.69
Deer Creek.....	254.26	3,614.41	3,868.67	.....	270.15	.....	2,466.89	55.86	2,792.90	1,075.77
Deer Park.....	14,465.43	2,951.05	17,416.48	.....	.....	.....	.....	.....	.....	17,416.48
Deerfield.....	4,871.41	88,767.07	93,638.48	15,846.85	1-59.40	.....	28,628.38	.....	44,415.83	49,222.65
DeKalb.....	123,402.97	143,231.29	266,634.26	36,954.86	3,195.50	.....	2,062.50	.....	40,150.36	226,483.90
DeLand.....	2,781.94	2,616.28	5,398.22	.....	243.74	.....	10,561.82	.....	2,306.24	3,091.98
Delavan.....	6,556.53	9,392.52	15,949.05	1,955.15	789.60	.....	.....	.....	11,351.42	4,597.63
DePue.....	13,114.51	11,903.39	25,017.90	.....	58.66	.....	.....	20.13	2,033.94	22,983.96
DeSoto.....	17,049.34	4,482.35	21,531.69	213,227.17	.....	.....	1,794.96	.....	1,794.96	19,736.73
DesPlaines.....	153,030.51	301,260.53	454,291.04	.....	11,226.43	.....	28,057.81	.....	252,511.41	201,779.63
Detroit.....	2,506.01	781.18	3,287.19	.....	.....	.....	1,699.18	.....	1,699.18	1,588.01
DeWitt.....	1,822.26	1,518.93	3,341.19	.....	.....	.....	298.44	.....	298.44	3,042.75



LOCAL ROADS AND STREETS

TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal indebtedness	Maintenance		
Diamond.....	3,469.82	1,549.93	5,019.75	3,463.41		703.98			4,167.39	852.36
Dieterich.....	3,204.51	3,663.99	6,868.50							6,868.50
Divernon.....	3,382.02	6,181.10	9,563.12			282.22		4,770.56	5,052.78	4,510.34
Dix.....	1,002.11	1,122.13	2,124.24							2,124.24
Dixmoor.....	24,454.45	19,070.22	43,524.67				11,302.50		11,302.50	32,222.17
Dixon.....	250,893.99	121,206.81	372,100.80	87,832.27		1,935.26		42,307.67	132,075.20	240,115.60
Dolton.....	100,464.41	132,789.58	233,253.99	35,642.35		4,322.72	134,936.55	10,363.83	185,265.45	47,988.54
Dongola.....	15,863.82	4,693.17	20,556.99			255.00		4,957.51	5,212.51	15,344.48
Donnellson.....	2,178.32	1,810.33	3,988.65							3,988.65
Donovan.....	8,698.27	1,983.88	10,682.15			600.92		3,670.40	4,271.32	6,410.83
Dorchester.....	371.34	998.14	1,369.48					880.59	880.59	488.89
Dover.....		1,060.14	1,060.14	62.77		97.35			160.12	900.02
Dowell.....	8,660.12	2,808.44	11,468.56					3,275.07	3,275.07	8,193.49
Downers Grove.....	136,594.57	140,187.24	276,781.81	28,862.94		1,252.45		22,783.80	52,899.19	223,882.62
Downs.....		4,054.57	4,054.57	1—173.89		1,155.04		1,027.23	2,008.38	2,046.19
DuBois.....	1,039.38	1,419.72	2,459.10							2,459.10
Dunfermline.....	742.49	1,760.72	2,503.21			109.70		2,192.08	2,301.78	201.43
Dunlap.....	9,579.53	3,496.63	13,076.16			527.11		6,674.56	7,201.67	5,874.49
Dupo.....	27,973.34	18,208.46	46,181.80			776.06		12,389.15	13,433.89	32,747.91
DuQuoin.....		40,657.52	40,657.52	11,614.58		424.08		4,401.81	16,440.47	24,217.05
Durand.....	7,320.03	4,941.16	12,261.19							12,261.19
Dwight.....	20,853.14	19,132.24	39,985.38	25,000.00			13,418.02		38,418.02	1,567.36
Earlville.....	965.60	923.75	1,889.35							1,889.35
Earville.....	19,895.00	8,803.55	28,698.55			287.04		2,484.90	2,771.94	25,926.61
East Alton.....	49,091.91	47,303.58	96,395.49			1,937.13		52,080.29	55,097.77	41,297.72
East Brooklyn.....	1,583.46	421.56	2,005.02			213.72		1,643.94	1,857.66	147.36
East Carondelet.....	9,735.98	2,870.46	12,606.44			186.21		1,593.21	1,779.42	10,827.02
East Chicago Heights.....	16,216.56	26,627.66	42,844.22							42,844.22
East Dubuque.....	9,337.76	14,333.67	23,671.43							23,671.43
East Dundee.....	4,833.04	13,769.49	18,602.53				1,020.90		13,724.20	4,878.33
East Galesburg.....	1,916.43	4,091.79	6,008.22	7,871.24		1,113.52		3,718.54	3,826.63	2,181.59
East Gillespie.....	455.54	1,289.53	1,745.07			321.26		3,505.37	1,260.05	485.02
East Hazelcrest.....	15,796.38	9,032.94	24,829.32					1,260.05		24,829.32
East Moline.....	141,804.67	104,836.48	246,641.15	252.30		10,407.68	53,347.39		64,007.37	182,633.78
Easton.....	8,424.16	2,238.06	10,662.22					747.09	747.09	9,915.13
East Peoria.....	138,307.55	80,664.07	218,971.62			16,795.67	22,226.70	27,752.74	66,775.11	
East St. Louis.....	209,477.55	506,588.52	716,066.07	419,991.65	50,000.00	87,367.56	26,925.17	131,781.69	716,066.07	152,196.51
Eddyville.....	2,060.95	774.97	2,835.92					1,497.21	1,497.21	1,338.71
Edgewood.....	796.28	3,192.83	3,989.11					3,919.47	3,919.47	69.64
Edinburg.....	14,981.16	6,218.29	21,199.45			378.96		7,277.68	7,656.64	13,542.81
Edwardsville.....	266,738.72	61,972.02	328,710.74			1,718.30		31,929.88	33,648.18	295,062.56
Effingham.....	84,762.24	53,050.69	137,812.93	87,671.45		8,888.12		12,533.71	109,093.28	28,719.65
Eileen.....	1,377.25	2,380.67	3,757.92							3,757.92
Elburn.....	24,622.79	5,951.70	30,574.49			881.08		7,729.43	8,610.51	21,963.98



# LOCAL ROADS AND STREETS

El Dara.....	631.79	607.56	1,239.35	.....	.....	1,007.23	.....	1,007.23	.....	232.12
Eldorado.....	13,504.63	22,151.47	35,656.10	.....	.....	9,226.77	.....	10,045.92	.....	25,610.18
Eldred.....	3,470.24	1,872.30	5,342.54	.....	.....	519.49	.....	519.49	.....	4,823.05
Elgin.....	233,848.72	306,555.74	540,404.46	.....	.....	212,026.82	.....	437,629.56	.....	102,774.90
Elizabeth.....	4,407.74	4,519.56	8,927.30	.....	.....	5,388.03	.....	5,926.83	.....	3,000.47
Elizabethtown.....	25,683.02	3,248.63	28,931.65	.....	.....	2,942.61	.....	24,942.61	.....	3,989.04
Elk Grove Village.....	24,866.62	81,556.84	106,423.46	.....	.....	26,294.37	.....	81,029.86	.....	25,393.60
Elkhart.....	2,321.07	2,591.47	4,912.54	.....	.....	1,099.49	.....	1,135.45	.....	3,777.09
Elkville.....	13,150.97	4,606.37	17,757.34	.....	.....	5,881.21	.....	5,881.21	.....	11,876.13
Elliot.....	2,960.18	2,126.49	5,086.67	.....	.....	1,796.33	.....	1,796.33	.....	5,086.67
Ellis Grove.....	6,572.94	1,351.53	7,924.47	.....	.....	797.00	.....	853.58	.....	6,128.14
Ellisville.....	90.47	867.96	958.43	.....	.....	.....	.....	.....	.....	104.85
Ellsworth.....	4,673.87	1,388.75	6,062.62	.....	.....	.....	.....	.....	.....	6,062.62
Elmhurst.....	438,057.57	250,027.04	688,084.61	.....	.....	107,614.63	.....	159,025.58	.....	529,059.03
Elmwood.....	20,772.89	11,667.82	32,440.71	.....	.....	7,006.12	.....	7,682.85	.....	24,757.86
Elmwood Park.....	21,707.80	147,961.65	169,669.45	.....	.....	36,583.34	.....	126,902.83	.....	42,766.62
El Paso.....	14,210.51	12,176.18	26,386.69	.....	.....	.....	.....	5,959.24	.....	20,427.45
Elsah.....	10,859.05	3,143.24	14,002.29	.....	.....	4,214.57	.....	4,647.25	.....	9,355.04
Elvaston.....	1,735.09	1,438.34	3,173.43	.....	.....	2,403.23	.....	2,403.23	.....	770.20
Elwood.....	9,721.89	4,624.96	14,346.85	.....	.....	343.45	.....	608.36	.....	13,738.49
Emden.....	4,172.85	3,112.25	7,285.10	.....	.....	6,598.34	.....	6,869.54	.....	415.56
Emmington.....	3,852.41	824.57	4,676.98	.....	.....	.....	.....	.....	.....	4,676.98
Energy.....	1,535.46	3,143.23	4,678.69	.....	.....	3,025.56	.....	3,180.56	.....	1,498.13
Enfield.....	10,231.14	4,903.94	15,135.08	.....	.....	9,200.63	.....	10,266.58	.....	4,868.50
Equality.....	5,030.54	4,122.81	9,153.35	.....	.....	5,894.10	.....	5,894.10	.....	3,259.25
Erie.....	13,777.78	7,532.61	21,310.39	.....	.....	12,380.02	.....	13,077.40	.....	8,232.99
Essex.....	580.51	2,033.48	2,613.99	.....	.....	1,828.06	.....	2,331.70	.....	282.29
Eureka.....	23,058.66	15,739.81	38,793.47	.....	.....	7,714.86	.....	9,928.38	.....	28,865.09
Evanston.....	1,178,616.91	491,529.51	1,670,146.42	.....	.....	140,689.34	.....	571,422.61	.....	1,098,723.81
Evansville.....	8,613.66	5,139.53	13,753.19	.....	.....	.....	.....	5,749.45	.....	8,003.74
Evergreen Park.....	41,376.75	156,752.78	198,129.53	.....	.....	.....	.....	133,082.70	.....	65,046.83
Ewing.....	2,174.70	1,549.93	3,724.63	.....	.....	.....	.....	1,866.66	.....	1,857.97
Exeter.....	2,112.33	477.37	2,589.70	.....	.....	1,771.50	.....	1,860.08	.....	729.62
Fairbury.....	.....	18,208.46	18,208.46	.....	.....	4,772.76	.....	10,860.42	.....	7,348.04
Fairfield.....	8,490.12	39,442.37	47,932.49	.....	.....	31,966.62	.....	34,204.28	.....	13,728.21
Fairmont City.....	36,245.61	16,664.74	52,910.35	.....	.....	9,929.42	.....	10,347.62	.....	42,562.73
Fairmount.....	5,022.22	4,494.76	9,516.98	.....	.....	1,273.05	.....	1,273.05	.....	8,243.93
Fairview.....	89.19	3,372.62	3,461.81	.....	.....	1,947.20	.....	2,196.89	.....	1,264.92
Farina.....	576.85	4,290.19	4,867.04	.....	.....	3,959.95	.....	3,959.95	.....	907.09
Farmer City.....	12,432.22	11,395.02	23,827.24	.....	.....	16,134.97	.....	17,211.83	.....	6,615.41
Farmersville.....	113.14	3,068.87	3,182.01	.....	.....	3,172.70	.....	3,172.70	.....	9.31
Farmington.....	2,900.40	17,551.30	20,451.70	.....	.....	.....	.....	12,833.04	.....	7,618.66
Fayetteville.....	1,491.98	1,822.72	3,314.70	.....	.....	1,907.08	.....	1,907.08	.....	1,407.62
Ferris.....	434.01	1,289.53	1,723.54	.....	.....	1,612.56	.....	1,723.54	.....	.....
Fidelity.....	1,116.95	774.97	1,891.92	.....	.....	1,355.04	.....	1,455.43	.....	436.49
Fieldon.....	2,205.55	1,481.74	3,687.29	.....	.....	368.75	.....	368.75	.....	3,318.54
Fillmore.....	194.68	2,231.88	2,426.56	.....	.....	2,076.35	.....	2,117.87	.....	308.69
Findlay.....	900.88	4,705.56	5,606.44	.....	.....	3,782.34	.....	3,949.74	.....	1,656.70
Fisher.....	2,696.46	7,160.64	9,857.10	.....	.....	7,084.66	.....	7,155.51	.....	2,701.59
Fithian.....	3,274.43	3,068.86	6,343.29	.....	.....	5,488.77	.....	5,488.77	.....	854.52
Flanagan.....	2,277.18	5,213.93	7,491.11	.....	.....	.....	.....	5,020.00	.....	2,471.11
Flat Rock.....	5,591.65	3,081.24	8,672.89	.....	.....	5,864.38	.....	6,488.74	.....	2,184.15







## LOCAL ROADS AND STREETS

[illegible]



TABLE 64.—Continued.

## LOCAL ROADS AND STREETS

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Harvel.....	2,265.78	1,766.92	4,032.70	126,483.95	.....	12,563.40	.....	2,629.63	.....	2,629.63	1,403.07
Harvey.....	118,893.42	198,314.43	317,207.85	.....	.....	.....	.....	40,558.00	.....	179,605.35	137,602.50
Harwood Heights.....	36,042.60	46,155.88	82,198.48	.....	.....	.....	32,164.34	.....	.....	32,164.34	50,034.14
Havana.....	79,784.73	27,049.21	106,833.94	.....	.....	353.60	19,075.00	7,488.75	.....	26,917.35	79,916.59
Hawthorn Woods.....	4,097.30	1,760.72	5,858.02	.....	.....	26.00	.....	2,421.40	.....	2,447.40	3,410.62
Hazel Crest.....	.....	55,220.59	55,220.59	1—10,062.81	.....	1—382.33	45,956.35	7,104.24	.....	42,615.45	12,605.14
Hebron.....	11,213.20	4,345.97	15,559.17	.....	.....	.....	.....	8,613.84	.....	9,402.86	6,156.31
Hecker.....	2,310.47	1,940.49	4,250.96	.....	.....	.....	.....	1,865.58	.....	1,865.58	2,385.38
Henderson.....	1,911.54	1,314.32	3,225.86	.....	.....	.....	.....	2,448.54	.....	2,448.54	777.32
Hennepin.....	3,856.61	2,424.07	6,280.68	.....	.....	.....	.....	2,653.17	.....	2,481.98	3,798.70
Henning.....	4,415.59	1,680.11	2,095.70	1—330.39	.....	159.20	.....	1,723.95	.....	1,723.95	371.75
Henry.....	4,274.86	14,122.89	18,397.75	3,222.15	.....	1,004.84	.....	9,161.92	.....	13,388.91	5,008.84
Herrick.....	1,333.73	2,727.87	4,061.60	.....	.....	132.26	.....	3,306.50	.....	3,438.76	6,622.84
Herrin.....	17,486.98	58,735.81	76,222.79	.....	.....	2,058.62	24,076.93	33,133.24	.....	59,268.79	16,954.00
Herscher.....	849.50	4,079.39	4,928.89	.....	.....	396.86	.....	3,234.24	.....	3,631.10	1,297.79
Hetrick.....	1,054.53	1,568.52	2,623.05	.....	.....	.....	.....	.....	.....	.....	2,623.05
Heyworth.....	18,246.68	7,414.82	25,661.50	.....	.....	.....	.....	.....	.....	.....	25,661.50
Hickory Hills.....	18,050.52	35,213.83	53,264.35	.....	.....	.....	.....	.....	.....	.....	53,264.35
Hidalgo.....	558.54	781.16	1,339.70	.....	.....	.....	.....	996.46	.....	996.46	342.24
Highland.....	44,383.07	30,645.03	75,028.10	44,159.01	.....	3,684.39	.....	27,184.70	.....	75,028.10	.....
Highland Park.....	236,178.40	165,701.89	401,880.29	70,753.62	.....	5,809.85	145,283.85	.....	.....	221,847.32	180,032.97
Highwood.....	27,340.26	27,892.36	55,232.62	8,703.89	.....	3,953.02	12,223.03	.....	.....	24,879.94	30,352.68
Hillcrest.....	5,093.02	3,310.63	8,403.65	7,000.00	.....	.....	.....	19,862.04	.....	7,000.00	1,403.65
Hillsboro.....	46,202.52	26,237.06	72,439.58	30,570.65	.....	866.03	.....	.....	.....	51,298.72	21,140.86
Hillsdale.....	1,433.63	3,037.84	4,471.47	.....	.....	.....	1,726.88	.....	.....	1,726.88	2,744.59
Hillside.....	122,628.88	58,301.85	180,930.73	.....	.....	.....	22,910.00	.....	.....	22,910.00	158,020.73
Hillview.....	586.59	1,890.90	2,477.49	.....	.....	.....	.....	.....	.....	.....	2,477.49
Hinckley.....	11,749.01	5,827.71	17,576.72	.....	.....	795.90	3,415.73	8,430.33	.....	12,641.96	4,934.76
Hindsboro.....	500.47	2,331.07	2,831.54	.....	.....	.....	.....	2,186.10	.....	2,186.10	645.44
Hinsdale.....	68,001.60	85,966.04	153,967.64	7,746.95	.....	4,042.65	.....	.....	.....	11,789.60	142,178.04
Hodgkins.....	8,685.22	8,521.17	17,206.39	.....	.....	288.36	.....	5,212.81	1—1,709.88	3,791.29	13,415.10
Hoffman.....	3,408.06	1,456.90	4,864.96	2,500.00	.....	.....	.....	.....	.....	2,500.00	2,364.96
Hoffman Estates.....	44,875.60	88,923.92	133,799.52	91,846.81	.....	8,357.75	.....	8,204.76	.....	108,409.32	25,390.20
Hollowayville.....	76.08	595.17	671.25	.....	.....	.....	.....	.....	.....	.....	671.25
Homer.....	1,483.29	7,910.80	9,394.09	6,846.27	.....	2,454.81	.....	4,947.90	93.01	9,394.09	.....
Homewood.....	40,500.79	46,367.44	86,868.23	.....	.....	579.69	.....	35,921.80	.....	5,527.59	81,340.64
Homewood.....	.....	94,012.00	94,012.00	1,369.88	.....	.....	.....	.....	.....	37,291.69	56,720.32
Hoopston.....	6,830.36	41,344.43	48,174.79	10,554.06	9,411.00	1—35.45	.....	5,240.25	.....	25,169.86	23,004.93
Hooppole.....	4,634.01	1,407.31	6,041.32	.....	.....	.....	.....	.....	.....	.....	6,041.32
Hopedale.....	1,547.19	4,569.18	6,116.37	.....	.....	.....	4,435.32	.....	.....	4,435.32	1,681.05
Hoyleton.....	300.37	2,944.86	3,245.23	.....	.....	196.38	.....	3,048.85	.....	3,245.23	.....
Hudson.....	336.34	3,056.45	3,392.79	.....	.....	349.04	.....	2,669.52	.....	3,018.56	374.23



LOCAL ROADS AND STREETS

Huey.....	650.25	1,314.32	1,964.57	.....	.....	.....	1,325.73	19.89	1,345.62	618.95
Hull.....	10,175.23	3,316.83	13,492.06	.....	.....	.....	446.32	.....	446.32	13,045.74
Humboldt.....	2,124.54	2,120.29	4,244.83	.....	.....	.....	3,923.77	78.47	4,002.24	242.59
Hume.....	905.08	7,086.65	3,688.73	.....	.....	.....	500.00	.....	500.00	3,188.73
Huntley.....	12,260.60	7,086.23	19,346.83	.....	.....	.....	.....	.....	.....	19,346.83
Hurst.....	1,189.22	5,350.33	6,539.55	.....	.....	.....	1,946.24	.....	2,103.41	4,436.14
Hutsonville.....	1,447.07	3,614.42	5,061.49	.....	.....	.....	330.48	.....	1,508.29	3,553.20
Illioopolis.....	4,580.48	6,168.70	10,749.18	.....	.....	.....	4,659.20	49.89	5,038.70	5,710.48
Ina.....	250.88	2,058.29	2,309.17	.....	.....	.....	2,155.00	43.09	2,198.09	111.08
Indian Creek.....	250.30	1,481.74	1,732.04	.....	.....	.....	.....	.....	.....	1,732.04
Indian Head Park.....	3,931.78	2,386.88	6,318.66	.....	.....	.....	.....	.....	.....	6,318.66
Indianola.....	3,113.30	1,828.91	4,942.21	.....	.....	.....	230.40	.....	230.40	4,711.81
Industry.....	90.01	3,186.63	3,276.64	.....	.....	.....	.....	.....	.....	3,276.64
Inverness.....	13,482.30	7,627.07	21,109.37	.....	.....	.....	.....	.....	.....	21,109.37
Iola.....	1,331.88	960.96	2,292.84	.....	.....	.....	1,412.92	.....	1,412.92	879.92
Ipava.....	8,077.42	3,862.40	11,939.82	.....	.....	675.00	6,460.62	.....	7,135.62	4,804.20
Iroquois.....	76.80	1,432.12	1,508.92	.....	.....	.....	.....	.....	.....	1,508.92
Irving.....	2,252.14	3,533.82	5,785.96	.....	.....	.....	2,753.51	41.93	2,795.44	2,990.52
Irvington.....	3,945.27	2,399.28	6,344.55	.....	.....	.....	3,442.05	71.08	3,625.00	2,719.55
Irwin.....	2,916.36	570.38	3,486.74	.....	.....	.....	.....	.....	.....	3,486.74
Island Lake.....	12,702.73	10,161.27	22,864.00	.....	.....	.....	.....	.....	.....	22,864.00
Itasca.....	20,076.20	24,364.77	44,440.97	.....	.....	1,728.84	.....	.....	24,486.47	19,954.50
Iuka.....	221.60	2,343.50	2,565.10	.....	.....	.....	.....	.....	.....	19,954.50
Ivesdale.....	6,381.14	2,231.88	8,613.02	.....	.....	.....	12,510.38	.....	2,384.58	180.52
Jacksonville.....	301,136.68	134,471.13	435,607.81	.....	.....	.....	2,384.58	.....	4,966.32	3,646.70
Jeffersonville.....	1,712.65	2,045.89	3,758.54	.....	.....	16,648.99	40,442.17	.....	57,091.16	378,516.65
Jeisyville.....	1,196.39	1,047.75	2,244.14	.....	.....	.....	3,457.69	.....	3,457.69	300.85
Jerome.....	59,607.36	10,328.67	69,936.03	.....	.....	.....	.....	.....	7,214.29	2,244.14
Jerseyville.....	26,790.42	46,001.64	72,792.06	.....	.....	.....	.....	.....	57,697.90	15,094.16
Jewett.....	601.18	1,475.53	2,076.71	.....	.....	.....	1,481.16	30.91	1,576.47	500.24
Johnsonville.....	219.46	595.17	814.63	.....	.....	.....	593.97	.....	593.97	220.66
Johnston City.....	3,460.16	24,122.96	27,583.12	.....	.....	.....	7,708.16	.....	27,583.12	.....
Joliet.....	156,498.72	455,552.74	612,051.46	.....	.....	.....	.....	.....	541,924.12	70,127.34
Jonesboro.....	38,682.67	10,142.69	48,825.36	.....	.....	.....	121,308.54	.....	37,502.68	37,502.68
Joppa.....	7,222.04	3,583.42	10,805.46	.....	.....	.....	6,243.63	.....	11,322.68	10,651.88
Joy.....	2,768.99	3,118.44	5,887.43	.....	.....	.....	150.57	3.01	153.58	5,887.43
Junction.....	1,137.39	1,475.53	2,612.92	.....	.....	.....	.....	.....	1,340.72	1,272.20
Junction City.....	54.78	1,952.92	2,007.70	.....	.....	.....	.....	.....	1,997.43	10.27
Justice.....	89,102.62	17,377.71	106,480.33	.....	.....	.....	.....	.....	3,375.19	103,105.14
Kampsville.....	6,347.53	2,808.44	9,155.97	.....	.....	.....	3,330.40	.....	3,615.07	5,540.90
Kane.....	519.26	2,907.64	3,426.90	.....	.....	.....	2,872.00	.....	2,972.00	454.90
Kangley.....	2,460.50	1,655.32	4,115.82	.....	.....	.....	1,997.04	45.06	2,297.81	1,818.01
Kankakee.....	36,214.76	171,520.44	207,735.20	.....	.....	.....	17,549.11	.....	140,291.32	67,443.88
Kansas.....	2,762.52	5,052.75	7,815.27	.....	.....	.....	3,784.00	.....	6,124.20	1,691.07
Kappa.....	1,709.22	737.75	2,446.97	.....	.....	.....	1,156.45	.....	1,188.90	1,258.07
Karnak.....	9,684.70	4,135.19	13,819.89	.....	.....	.....	2,026.33	.....	6,517.64	7,302.25
Kaskaskia.....	894.00	601.35	1,495.35	.....	.....	.....	154.00	.....	154.00	1,341.35
Keenes.....	1,086.30	706.78	1,793.08	.....	.....	.....	1,018.30	.....	1,018.30	774.78
Keensburg.....	203.79	1,630.51	1,834.30	.....	.....	.....	1,592.23	31.85	1,624.08	.....
Keithsburg.....	12,089.05	5,970.29	18,059.34	.....	.....	.....	.....	.....	.....	18,059.34
Kell.....	633.77	1,202.74	1,836.51	.....	.....	.....	1,010.87	.....	1,642.28	194.23
Kempton.....	2,729.41	1,562.30	4,291.71	.....	.....	.....	464.40	.....	487.62	3,804.09
Kenilworth.....	44,354.03	18,344.86	62,698.89	.....	.....	.....	4,451.55	.....	8,623.05	54,075.84
Kenney.....	484.23	2,479.89	2,964.12	.....	.....	.....	579.67	.....	579.67	2,384.45



TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal In-debtedness	Maintenance	Treasurers <sup>2</sup> Fees and Miscellaneous		
Kewanee.....	31,863.70	101,203.63	133,067.33	803.64	.....	18,231.79	27,182.17	29,274.88	.....	75,492.48	57,574.85
Keyport.....	3,594.21	2,554.25	6,148.46	.....	.....	.....	.....	1,531.88	30.64	1,562.52	4,585.94
Kilbourne.....	1,756.51	2,182.31	3,938.82	.....	.....	24.46	.....	3,102.20	.....	3,126.66	8,812.16
Kildeer.....	4,966.03	2,882.87	7,848.90	.....	.....	.....	.....	.....	.....	.....	7,848.90
Kincaid.....	7,854.92	9,572.29	17,427.21	.....	.....	365.39	.....	8,640.85	.....	9,006.24	8,420.97
Kindershook.....	3,830.85	1,711.12	5,541.97	.....	.....	.....	.....	2,576.69	51.53	2,628.22	2,913.75
Kingston.....	4,219.28	2,517.07	6,736.35	.....	.....	139.56	.....	1,694.15	.....	1,833.71	6,736.35
Kingston Mines.....	1,936.83	2,324.87	4,261.70	.....	.....	.....	.....	5,810.62	.....	5,810.62	2,427.99
Kimnudy.....	2,774.95	5,040.34	7,815.29	.....	.....	.....	.....	67.46	.....	867.46	2,004.67
Kinsman.....	1,640.78	830.74	2,471.52	800.00	.....	.....	.....	.....	.....	12,187.88	1,604.06
Kirkland.....	7,242.29	5,753.31	12,995.60	12,187.88	.....	.....	.....	.....	.....	.....	7,807.72
Kirkwood.....	2,413.13	4,779.94	7,193.07	.....	.....	.....	.....	.....	.....	.....	7,193.07
Knoxville.....	11,008.60	15,871.19	26,879.79	.....	.....	798.65	.....	18,489.84	.....	19,288.49	7,591.30
Lacon.....	28,266.41	13,484.31	41,750.72	7,225.07	.....	1,197.17	8,309.04	7,745.31	.....	24,476.59	17,274.13
Ladd.....	724.79	7,780.60	8,505.39	.....	.....	359.39	.....	5,249.73	.....	5,609.12	2,896.27
LaFayette.....	1,832.28	1,667.72	3,500.00	.....	.....	1-82.50	.....	3,150.75	.....	3,068.25	431.75
LaGrange.....	200,749.41	101,216.03	301,965.44	36,310.10	.....	1-86.66	.....	69,787.85	.....	106,011.29	195,954.15
LaGrange Park.....	97,253.05	95,661.13	192,914.18	19,075.14	.....	61.21	48,190.00	1,350.05	.....	68,676.40	124,237.78
LaHarpe.....	1,767.92	8,195.97	9,963.89	.....	.....	362.85	.....	8,063.25	.....	8,426.10	1,537.79
Lake Barrington.....	3,703.46	1,066.37	4,769.83	.....	.....	200.00	.....	816.70	.....	1,016.70	3,753.13
Lake Bluff.....	77,653.72	26,937.63	104,591.35	.....	1,119.66	7,610.13	.....	.....	.....	62,178.32	42,413.03
Lake Forest.....	86,414.26	66,256.00	152,670.26	53,448.53	.....	237.86	.....	29,401.47	.....	28,467.15	124,203.11
Lake in the Hills.....	24,922.12	12,684.55	37,606.67	1-934.32	.....	698.42	.....	4,567.69	.....	4,805.55	32,801.12
Lakemoor.....	.....	4,562.97	4,562.97	974.63	.....	1-22.80	.....	1-22.80	.....	1,650.25	2,912.72
Lake Villa.....	10,663.56	5,598.29	16,261.85	12,875.23	.....	2,475.25	.....	911.37	.....	16,261.85	3,600.55
Lakewood.....	4,862.03	3,936.80	8,798.83	.....	.....	481.88	.....	4,716.40	.....	5,198.28	32,452.54
Lake Zurich.....	38,884.87	21,438.52	60,323.39	.....	.....	1,604.19	.....	26,266.66	.....	27,870.85	2,866.87
LaMoille.....	5,388.72	4,060.80	9,449.52	.....	.....	307.75	.....	6,274.90	.....	6,582.65	5,954.09
Lanark.....	6,872.07	9,132.14	16,004.21	.....	.....	2,798.62	.....	7,251.50	.....	10,050.12	.....
Lansing.....	.....	129,063.94	129,063.94	83,292.88	.....	2,715.46	43,733.13	1-677.53	.....	129,063.94	.....
LaPrairie.....	473.86	712.95	1,186.81	.....	.....	.....	.....	991.55	.....	991.55	195.26
LaRose.....	3,342.15	1,190.34	4,532.49	.....	.....	.....	.....	.....	.....	.....	4,532.49
LaSalle.....	.....	73,757.63	73,757.63	62,698.45	.....	11,059.18	.....	.....	.....	73,757.63	.....
Latham.....	3,074.12	2,411.70	5,485.82	.....	.....	493.27	.....	3,877.94	.....	4,371.21	1,114.61
Lawrenceville.....	14,512.75	38,041.26	52,554.01	34,371.42	.....	7,627.66	.....	6,114.62	.....	48,113.70	4,440.31
Leaf River.....	3,254.75	3,385.02	6,639.77	.....	.....	.....	10,758.06	6,000.00	.....	16,758.06	6,639.77
Lebanon.....	5,242.99	17,749.70	22,992.69	.....	.....	.....	.....	.....	.....	.....	6,234.63
Lee.....	1,933.01	1,413.52	3,346.53	.....	.....	.....	.....	9,043.70	.....	9,776.65	3,346.53
Leland.....	8,046.49	3,980.19	12,026.68	.....	.....	732.95	.....	.....	.....	20,483.95	2,250.03
Leland Grove.....	41,066.31	10,731.65	51,797.96	11,539.00	.....	2,516.20	162.75	6,266.00	.....	5,736.84	31,314.01
Lemont.....	48,757.34	25,009.51	73,766.85	5,185.59	.....	551.25	.....	.....	.....	.....	68,030.01



## LOCAL ROADS AND STREETS

[illegible]



LOCAL ROADS AND STREETS

TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance		
Manhattan.....	15,308.95	6,925.06	22,234.01	.....	.....	.....	480.19	1,200.00	1,680.19	20,553.82
Manito.....	8,724.26	6,776.25	15,500.51	.....	.....	.....	.....	1,868.60	1,868.60	13,631.91
Manlius.....	304.84	2,318.68	2,623.52	.....	.....	.....	.....	.....	.....	2,623.52
Mansfield.....	653.77	4,606.38	5,260.15	.....	.....	368.57	.....	3,928.90	4,297.47	962.68
Manteno.....	7,247.03	15,176.82	22,423.85	4,000.00	.....	353.32	.....	2,264.57	6,617.89	15,805.96
Maple Park.....	6,388.27	3,670.19	10,058.46	.....	.....	274.00	.....	2,239.05	2,513.05	7,545.41
Mapleton.....	1,161.21	1,915.71	3,076.92	.....	.....	114.55	.....	1,889.76	2,004.31	1,072.61
Maquon.....	10,693.40	2,393.08	13,086.48	.....	.....	575.05	.....	7,297.49	7,872.54	5,213.94
Marengo.....	6,899.02	22,120.45	29,019.47	.....	.....	750.17	8,232.00	6,347.43	15,329.60	13,689.87
Marietta.....	1,304.88	1,246.14	2,551.02	.....	.....	103.82	.....	2,076.40	2,180.22	370.80
Marine.....	1,722.87	5,040.34	6,763.21	.....	.....	218.05	.....	6,083.87	6,301.92	461.29
Marion.....	136,328.66	69,895.22	206,223.88	114,638.79	.....	3,349.49	.....	26,882.04	144,870.32	61,353.56
Marissa.....	7,260.29	10,675.87	17,936.16	.....	.....	.....	5,710.00	1,452.86	7,162.86	10,773.30
Mark.....	2,108.38	2,758.86	4,867.24	.....	.....	.....	.....	.....	.....	4,867.24
Markham.....	90,756.86	90,484.39	181,241.25	63,046.61	.....	8,819.56	9,500.00	30,542.62	111,908.79	69,332.46
Maroa.....	724.35	7,656.61	8,380.96	.....	.....	70.90	4,740.00	2,245.17	7,056.07	1,324.89
Marquette Heights.....	31,780.76	15,604.60	47,385.36	.....	.....	1,505.02	.....	21,206.26	22,711.28	24,674.08
Marselles.....	26,318.03	26,950.03	53,268.06	12,987.27	.....	4,323.47	.....	7,951.83	25,262.57	28,005.49
Marshall.....	16,863.96	20,272.96	37,136.92	.....	.....	2,400.00	.....	9,908.79	12,308.79	24,828.13
Martinsville.....	721.40	8,375.77	9,097.17	.....	.....	.....	.....	7,484.37	7,484.37	1,612.80
Martinton.....	3,204.44	1,946.69	5,151.13	.....	.....	452.30	.....	4,008.85	4,461.15	689.98
Maryville.....	10,263.85	4,184.80	14,448.65	.....	.....	361.11	.....	6,865.38	7,373.97	7,074.68
Mascoutah.....	17,747.54	22,473.86	40,221.40	.....	.....	.....	.....	19,273.46	19,273.46	20,947.94
Mason.....	620.52	2,058.29	2,678.81	.....	.....	.....	.....	2,250.00	2,250.00	428.81
Mason City.....	4,887.74	13,391.30	18,279.04	.....	.....	.....	.....	6,885.64	6,885.64	11,393.40
Mathersville.....	.....	3,794.20	4,347.88	.....	.....	.....	.....	.....	.....	4,347.88
Matteson.....	19,648.33	22,218.54	41,866.87	.....	.....	.....	16,213.75	.....	16,213.75	25,653.12
Mattoon.....	118,370.16	118,339.54	236,709.70	151,494.16	6,883.37	8,445.75	.....	38,103.95	204,927.23	31,782.47
Maunie.....	248.76	2,250.48	2,499.24	.....	.....	.....	.....	2,052.09	2,134.17	365.07
Maywood.....	99,371.86	169,437.35	268,809.21	61,683.16	.....	4,090.20	54,954.16	3,064.98	120,727.52	148,081.69
Mazon.....	.....	4,234.39	4,234.39	1.21	.....	776.39	.....	.....	3,842.58	391.81
McCook.....	18,478.18	2,734.06	21,212.24	14,262.31	.....	1,426.23	.....	.....	.....	21,212.24
McCullom Lake.....	14,614.92	4,705.58	19,320.50	.....	.....	.....	10,196.30	.....	15,688.54	3,631.96
McHenry.....	3,620.84	20,682.15	24,302.99	9,160.55	.....	363.65	.....	2,740.48	10,196.30	14,106.69
McLean.....	10,287.31	4,699.38	14,986.69	21,872.05	.....	3,502.92	.....	9,383.14	12,264.68	2,722.01
McLeansboro.....	34,820.71	18,295.26	53,115.97	.....	.....	94.28	.....	1,571.22	34,758.11	18,357.86
McNabb.....	854.15	1,091.14	1,945.29	.....	.....	187.45	.....	3,523.96	1,665.50	279.79
Mechanicsburg.....	6,778.27	2,653.46	9,431.73	.....	.....	.....	.....	.....	3,711.41	5,720.32
Media.....	553.44	1,022.94	1,576.38	.....	.....	.....	.....	4,097.00	4,097.00	1,576.38
Medora.....	3,763.11	2,771.28	6,534.39	.....	.....	.....	80,270.50	37,074.30	116,800.55	2,437.39
Melrose Park.....	195,523.35	138,197.14	333,720.49	1—499.65	.....	1—44.60	.....	.....	.....	216,919.94
Melvin.....	2,707.84	3,465.63	6,173.47	.....	.....	.....	.....	.....	.....	6,173.47



LOCAL ROADS AND STREETS

Mendon.....	14, 669.41	4, 860.55	19, 529.96	.....	.....	.....	1, 213.83	.....	.....	18, 316.13
Mendota.....	10, 469.08	38, 152.87	48, 621.95	.....	.....	.....	20, 500.42	.....	.....	28, 121.53
Menominee.....	4, 322.68	1, 184.16	5, 506.84	.....	.....	.....	.....	.....	.....	5, 506.84
Meredosia.....	4, 549.29	6, 410.48	10, 959.77	.....	.....	.....	5, 501.46	.....	.....	5, 121.33
Merrionette Park.....	.....	14, 594.04	14, 594.04	.....	.....	.....	3, 135.25	.....	.....	5, 160.86
Metamora.....	.....	11, 209.03	21, 143.48	.....	.....	163.83	1-163.83	.....	.....	17, 212.38
Metcalfe.....	9, 934.45	1, 723.51	3, 673.09	.....	.....	.....	2, 711.50	.....	.....	961.59
Metropolis.....	23, 368.67	45, 499.48	68, 868.15	.....	.....	.....	8, 609.45	.....	.....	60, 253.70
Mettawa.....	2, 955.14	756.38	3, 711.52	.....	.....	.....	.....	.....	.....	3, 711.52
Middletown.....	5, 924.43	3, 366.42	9, 290.85	.....	.....	.....	6, 235.05	.....	.....	2, 534.27
Midlothian.....	97, 164.25	59, 223.60	156, 387.85	.....	.....	.....	16, 945.71	.....	.....	94, 641.07
Milan.....	46, 050.77	24, 432.95	70, 483.72	.....	.....	.....	5, 179.30	.....	.....	64, 983.72
Milford.....	11, 890.84	10, 533.24	22, 424.08	.....	.....	.....	8, 610.93	.....	.....	9, 261.67
Mill Creek.....	3, 046.81	632.38	3, 679.19	.....	.....	.....	.....	.....	.....	3, 679.19
Milledgeville.....	16, 365.09	7, 489.21	23, 854.30	.....	.....	.....	11, 380.09	.....	.....	11, 585.86
Millington.....	2, 224.52	1, 915.70	4, 140.22	.....	.....	.....	.....	.....	.....	3, 542.42
Mill Shoals.....	629.19	1, 996.29	2, 625.48	.....	.....	.....	2, 061.98	.....	.....	20, 615.97
Millstadt.....	10, 325.05	11, 345.43	21, 670.48	.....	.....	.....	1, 054.51	.....	.....	3, 563.50
Milton.....	2, 168.97	1, 915.71	4, 084.68	.....	.....	.....	3, 856.73	.....	.....	227.95
Mineral.....	3, 815.59	2, 045.89	5, 861.48	.....	.....	.....	2, 766.40	.....	.....	2, 781.50
Minier.....	8, 252.33	5, 251.14	13, 503.47	.....	.....	151.45	1-70.00	.....	.....	12, 437.78
Minonk.....	14, 172.57	12, 405.56	26, 578.13	.....	.....	3, 322.40	9, 056.65	.....	.....	13, 835.84
Minooka.....	6, 459.81	3, 341.63	9, 801.44	.....	.....	.....	1, 541.75	.....	.....	8, 047.86
Modesto.....	588.16	1, 413.52	2, 001.68	.....	.....	.....	.....	.....	.....	2, 001.68
Mokena.....	12, 208.22	8, 257.98	20, 466.20	.....	.....	1-540.75	3, 737.81	.....	.....	14, 582.44
Moline.....	230, 250.45	276, 153.15	506, 403.60	.....	.....	86, 978.48	6, 234.45	.....	.....	403, 023.18
Momence.....	9, 937.13	18, 282.88	28, 220.01	.....	.....	.....	947.87	.....	.....	22, 974.82
Monce.....	3, 023.54	4, 004.99	7, 028.53	.....	.....	627.40	.....	.....	.....	5, 929.07
Monmouth.....	156, 559.94	64, 303.12	220, 863.06	.....	.....	211, 863.06	.....	.....	.....	.....
Monsanto.....	3, 723.29	2, 008.69	5, 731.98	.....	.....	4, 227.40	.....	.....	.....	42, 156.63
Montgomery.....	49, 281.04	13, 155.73	62, 436.77	.....	.....	1-504.43	19, 097.25	.....	.....	29, 916.34
Monticello.....	9, 959.58	19, 956.76	29, 916.34	.....	.....	306.45	.....	.....	.....	4, 146.77
Montrose.....	4, 901.97	1, 983.88	6, 885.85	.....	.....	.....	2, 739.08	.....	.....	50, 692.03
Morris.....	39, 145.60	49, 194.50	88, 340.10	.....	.....	10, 578.89	20, 682.44	.....	.....	23, 174.66
Morrison.....	40, 490.19	25, 784.47	66, 274.66	.....	.....	.....	43, 100.00	.....	.....	5, 210.28
Morrisonville.....	7, 068.16	6, 999.43	14, 067.59	.....	.....	.....	8, 482.79	.....	.....	64, 588.58
Morton.....	41, 525.78	42, 957.61	84, 483.39	.....	.....	.....	19, 894.81	.....	.....	241, 819.11
Morton Grove.....	221, 817.07	155, 946.84	377, 763.91	.....	.....	34, 803.74	75, 220.37	.....	.....	27, 080.10
Mound City.....	16, 732.84	10, 347.26	27, 080.10	.....	.....	.....	815.70	.....	.....	1, 051.13
Mound Station.....	602.10	1, 264.73	1, 866.83	.....	.....	.....	4, 968.75	.....	.....	4, 408.11
Mounds.....	41, 517.41	11, 376.43	52, 893.84	.....	.....	36, 516.98	.....	.....	.....	9, 744.12
Mount Clare.....	7, 760.23	1, 983.89	9, 744.12	.....	.....	.....	.....	.....	.....	95, 337.86
Mount Prospect.....	.....	169, 555.14	169, 555.14	.....	.....	69, 193.91	.....	.....	.....	10, 472.79
Mowequa.....	9, 656.51	10, 006.28	19, 662.79	.....	.....	.....	9, 190.00	.....	.....	2, 580.00
Mt. Auburn.....	2, 491.88	3, 112.26	5, 604.14	.....	.....	.....	3, 024.14	.....	.....	83, 098.04
Mt. Carmel.....	58, 095.39	53, 280.11	111, 375.50	.....	.....	.....	26, 888.51	.....	.....	.....
Mt. Carroll.....	1, 411.56	12, 746.55	14, 158.11	.....	.....	11, 719.17	2, 042.76	.....	.....	.....
Mt. Erie.....	362.98	830.74	1, 193.72	.....	.....	.....	435.50	.....	.....	758.22
Mt. Morris.....	17, 941.15	19, 064.02	37, 005.17	.....	.....	1-22.00	5, 707.45	.....	.....	22, 665.46
Mt. Olive.....	23, 017.20	14, 228.28	37, 245.48	.....	.....	.....	6, 970.18	.....	.....	30, 275.30
Mt. Pulaski.....	15, 899.12	10, 471.25	26, 370.37	.....	.....	.....	14, 763.00	.....	.....	10, 592.63
Mt. Sterling.....	38, 413.20	14, 023.70	52, 436.90	.....	.....	.....	16, 467.81	.....	.....	25, 280.09
Mt. Vernon.....	.....	96, 504.28	96, 504.28	.....	.....	14, 502.90	35, 351.38	.....	.....	46, 091.48
Mt. Zion.....	1, 490.88	5, 734.71	7, 225.59	.....	.....	.....	4, 789.25	.....	.....	2, 436.34



LOCAL ROADS AND STREETS

TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal In-debtedness	Maintenance		
Muddy.....	630.12	588.98	1,219.10					497.53	497.53	721.57
Mulberry Grove.....	2,889.89	4,618.76	7,508.65					6,892.58	6,892.58	616.07
Muncie.....	278.78	1,208.94	1,487.72					686.15	686.15	801.57
Mundein.....	24,928.39	89,077.06	114,005.45	46,846.84		4,725.48		20,539.62	72,111.94	41,893.51
Murphysboro.....	155,716.03	56,535.09	212,251.12			213.09		1,125.37	1,338.46	210,912.66
Murrayville.....	9,218.82	2,740.25	11,959.07			825.10		11,133.97	11,959.07	
Naperville.....	98,982.95	99,759.12	198,742.07	46,645.96		934.69		3,788.40	47,580.65	151,161.42
Naplate.....	2,328.04	4,575.38	6,903.42						3,788.40	3,115.02
Naples.....	425.03	570.38	995.41							995.41
Nashville.....	9,700.00	16,156.37	25,856.37			218.52				22,942.85
Nason.....	59.82	1,165.54	1,225.36					2,695.00	2,913.52	5.61
National City.....	8,853.27	725.37	9,578.64					1,219.75	1,219.75	9,578.64
Nauvoo.....	863.94	6,441.47	7,305.41			465.12		6,644.42	7,109.54	195.87
Nebo.....	3,694.71	2,734.06	6,428.77			106.45		2,633.24	2,739.69	3,689.08
Nelson.....	2,790.38	1,754.51	4,544.89	22.90		156.55			179.45	4,365.44
Neoga.....	4,966.42	7,098.64	12,065.06			291.77		7,517.21	7,808.98	4,256.08
Neponset.....	1,734.40	3,068.83	4,803.23					4,008.70	4,008.70	794.53
Newark.....	5,998.51	3,031.64	9,030.15							9,030.15
New Athens.....	8,715.64	11,922.01	20,637.65			320.66		5,509.76	5,830.42	14,807.23
New Baden.....	26,560.17	9,076.33	35,636.50			232.26		10,398.25	10,630.51	25,005.99
New Bedford.....	530.26	1,029.13	1,559.39							1,559.39
New Berlin.....	2,171.64	3,887.20	6,058.84			356.34		4,011.81	4,368.15	1,690.69
New Boston.....	10,780.91	4,500.98	15,281.89			759.54		7,464.21	8,223.75	7,058.14
New Burnside.....	1,593.60	1,407.32	3,000.92					1,290.42	1,316.76	1,684.16
New Canton.....	6,675.03	2,783.66	9,458.69			251.26		4,242.46	4,493.72	4,964.97
New Douglas.....	721.01	2,275.28	2,996.29				850.00	1,488.20	2,338.20	658.09
New Grand Chain.....	449.16	1,748.31	2,197.47					949.65	949.65	1,247.82
New Haven.....	6,092.49	3,980.21	10,072.70			301.07		2,812.99	3,114.06	6,958.64
New Holland.....	3,534.20	1,946.69	5,480.89			144.34		3,011.76	3,156.10	2,324.79
New Lenox.....	10,881.30	12,548.16	23,429.46	6.30		183.82		1,788.95	2,336.07	21,093.39
Newman.....	12,485.70	6,801.05	19,286.75					3,950.23	3,950.23	15,336.52
New Minden.....	1,489.78	1,029.13	2,518.91					1,025.68	1,025.68	1,493.23
New Salem.....	1,116.67	1,066.36	2,183.03					1,582.73	1,582.73	600.30
Newton.....	5,320.55	17,985.28	23,305.83			95.46		705.88	1,801.34	22,504.49
Niantic.....	1,070.74	3,899.59	4,970.33					3,373.76	3,373.76	1,596.57
Niles.....	182,367.86	182,872.07	365,239.93	176,944.00				1,765.00	178,709.00	186,530.93
Nilwood.....	1,152.68	1,698.70	2,851.38					1,714.98	1,714.98	1,136.40
Noble.....	4,000.73	4,717.96	8,718.69			391.89		2,608.83	3,000.72	5,717.97
Nokomis.....	27,565.39	15,350.41	42,915.80			407.01		7,804.33	8,211.34	34,704.46
Nora.....	1,745.54	1,419.72	3,165.26			372.47		2,089.21	2,461.68	703.58
Normal.....		108,649.43	108,649.43	41,830.76					57,380.56	51,268.87
NorrIDGE.....	20,250.28	92,315.87	112,566.15	29,205.18		11,439.00	21,503.77	4,110.80	54,337.87	58,228.28
Norris.....	400.39	1,903.33	2,303.72			85.74		1,714.26	1,800.00	503.72



# LOCAL ROADS AND STREETS

Norris City.....	2, 250.11	7, 706.20	9, 956.31	11, 967.61	665.65	6, 884.35	7, 550.00	2, 406.31
North Aurora.....	10, 475.36	21, 376.50	31, 851.86	11, 967.61	3, 048.15	6, 106.39	21, 122.15	10, 729.71
North Barrington.....	11, 420.58	5, 337.91	16, 758.49	1-29.63	323.59		293.96	16, 464.53
North Chicago.....	85, 390.14	320, 703.44	406, 093.58	222, 087.56	29, 276.05	79, 183.75	330, 547.36	75, 546.22
North Chillicothe.....	17, 690.20	14, 005.08	31, 695.28		387.40	9, 113.33	15, 448.64	16, 246.64
North City.....	3, 411.32	2, 244.31	5, 655.63			5, 645.00	302.91	5, 655.63
Northlake.....	127, 308.21	87, 508.51	214, 816.72		1-216.00	31, 598.98	31, 598.98	183, 217.74
North Pekin.....	32, 100.23	12, 554.37	44, 654.60		1-374.18	535.23	161.05	44, 493.55
North Riverside.....	22, 122.61	52, 083.54	74, 206.15	60, 348.86	3, 145.34	800.00	64, 294.20	9, 911.95
North Utica.....	6, 785.70	6, 286.50	13, 072.20		672.98	6, 879.99	7, 552.97	5, 519.23
Northbrook.....	141, 231.35	94, 259.98	235, 491.33	8, 000.00	5, 636.23	29, 997.76	183, 792.64	51, 698.69
Northfield.....	92, 023.18	24, 829.75	116, 852.93	1, 078.34	2, 235.08		3, 313.42	113, 539.51
North Henderson.....	1, 814.35	1, 301.93	3, 116.28			2, 544.21	2, 544.21	5, 572.07
Norwood.....	5, 842.50	3, 881.01	9, 723.51		310.03	4, 723.58	5, 033.61	4, 689.90
Oak Brook.....	10, 071.69	10, 192.28	20, 263.97					20, 263.97
Oak Brook Terrace.....	21, 024.02	6, 949.84	27, 973.86	4, 192.00	1, 689.73	15, 588.45	21, 470.18	6, 503.68
Oakford.....	1, 598.90	1, 866.10	3, 465.00			552.35	552.35	2, 912.65
Oak Forest.....	20, 044.18	49, 299.89	69, 344.07		1, 118.30	45, 000.00	46, 118.30	23, 225.77
Oak Grove.....	65.10	886.55	951.65					951.65
Oak Grove Park.....	2, 387.96	1, 469.31	3, 857.27					3, 857.27
Oakland.....		5, 821.52	5, 821.52	2, 422.61	51.80	765.96	3, 240.37	2, 581.15
Oak Lawn.....	390, 787.37	273, 924.53	664, 711.90	320.85	14.64		116, 842.39	547, 869.51
Oak Park.....	131, 040.78	378, 757.28	509, 798.06	75, 759.63	13, 744.32	108, 974.89	375, 461.47	134, 336.59
Oakwood.....	1, 009.88	5, 337.91	6, 347.79			5, 537.85	5, 537.85	809.94
Oakwood Hills.....	4, 754.07	1, 320.54	6, 074.61					6, 074.61
Oblong.....	5, 999.84	11, 264.83	17, 264.67	2, 366.41	692.81	6, 574.55	9, 826.44	7, 438.23
Oceonee.....	1, 765.54	1, 593.33	3, 358.87		113.70	2, 970.35	3, 084.05	274.82
Odel.....	1, 574.55	5, 802.90	7, 377.45	118.08	1, 369.98	2, 259.74	6, 347.80	1, 029.65
Odin.....	1, 260.58	7, 700.00	8, 960.58			6, 824.17	6, 824.17	2, 136.41
O'Fallon.....	37, 282.02	29, 169.50	66, 451.52		101.19	1-101.19		66, 451.52
Ogden.....	5, 341.24	3, 192.82	8, 534.06			1, 084.25	1, 084.25	7, 449.81
Oglesby.....	33, 972.08	26, 131.67	60, 103.75	22, 684.61	3, 549.68	13, 764.15	39, 998.44	20, 105.31
Ohio.....	5, 165.86	3, 031.64	8, 197.50					8, 197.50
Ohlman.....	1, 219.32	1, 332.94	2, 552.26					1, 465.17
Okawville.....	7, 213.94	5, 771.90	12, 985.84		67.61	1, 519.88	1, 587.49	11, 398.35
Old Marissa.....	2, 267.32	1, 345.34	3, 612.66					3, 612.66
Old Mill Creek.....	2, 991.17	923.75	3, 914.92					3, 914.92
Old Ripley.....	1, 637.67	929.94	2, 567.61					1, 351.69
Old Shawneetown.....	2, 389.45	2, 684.45	5, 073.90					2, 635.08
Olmsted.....	1, 304.97	2, 944.86	4, 249.83					3, 871.57
Olney.....	6, 671.30	54, 433.22	61, 104.52	24, 298.13	2, 336.05	13, 680.00	47, 842.90	13, 261.62
Olympia Fields.....	10, 863.60	13, 432.32	24, 295.92		451.20			24, 295.92
Omaha.....	1, 442.58	1, 934.31	3, 376.89					3, 376.89
Onarga.....	4, 636.88	8, 660.95	13, 297.83	2, 368.90	731.01	6, 541.92	9, 641.83	3, 656.00
Onida.....	8, 894.97	4, 166.19	13, 061.16		677.19	8, 608.64	9, 285.83	3, 775.33
Oquawka.....	2, 439.31	6, 757.66	9, 196.97		155.97	1, 934.00	2, 089.97	7, 107.00
Orangeville.....	9, 229.01	3, 044.05	12, 273.06		1, 300.00		1, 300.00	10, 973.06
Oreana.....	3, 315.55	3, 688.46	7, 004.01			4, 520.00	4, 520.00	2, 484.01
Oregon.....	2, 086.42	23, 137.21	25, 223.63	989.12	3, 347.70		4, 336.82	20, 886.81
Orient.....	5, 103.16	3, 645.42	8, 748.58		523.14	4, 007.15	4, 530.29	4, 218.29
Orion.....	13, 710.03	7, 867.39	21, 577.42		429.02	4, 335.40	4, 764.42	16, 813.00
Orland Park.....		27, 954.37	32, 954.37	3, 519.06			3, 519.06	24, 435.31
Oswego.....	23, 028.22	9, 361.52	32, 389.74		1, 112.85	15, 866.26	16, 979.11	15, 410.63
Ottawa.....	6, 775.14	120, 323.45	127, 098.59	69, 823.35	3, 543.50	34, 964.33	108, 331.18	18, 767.41
Otterville.....	1, 433.84	867.95	2, 301.79		70.78	964.40	1, 035.18	1, 266.61



LOCAL ROADS AND STREETS

TABLE 64.—Continued.

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance		
Owanceo.....	4, 858.40	1, 797.91	6, 656.31	.....	.....	.....	.....	3, 468.77	3, 468.77	3, 187.54
Palatine.....	.....	107, 246.63	107, 246.63	23, 371.78	.....	22, 602.22	.....	12, 504.33	58, 478.33	48, 768.30
Palestine.....	375.38	9, 696.33	10, 071.71	.....	.....	347.27	3, 045.00	5, 406.43	8, 798.70	1, 273.01
Palmer.....	808.89	1, 642.93	2, 451.82	.....	.....	.....	.....	2, 011.90	2, 011.90	4, 439.92
Palmyra.....	6, 350.97	5, 027.93	11, 378.90	.....	.....	262.69	.....	4, 336.30	4, 598.99	6, 779.91
Palos Heights.....	11, 245.01	25, 084.71	36, 329.72	.....	.....	1, 749.37	.....	15, 165.38	16, 914.75	19, 414.97
Palos Hills.....	13, 763.40	23, 348.01	37, 111.41	.....	.....	577.92	.....	14, 592.00	15, 169.92	21, 941.49
Palos Park.....	71, 496.30	13, 447.10	84, 943.40	.....	.....	2, 733.50	.....	1, 376.03	32, 048.93	52, 894.47
Pana.....	80, 470.27	40, 663.72	121, 133.99	27, 939.40	.....	19, 765.47	25, 506.25	7, 095.07	56, 399.74	64, 734.25
Panama.....	3, 037.82	3, 019.26	6, 057.08	4, 032.95	.....	.....	.....	.....	.....	6, 057.08
Panola.....	321.93	266.58	588.51	.....	.....	.....	.....	292.50	292.50	296.01
Papineau.....	3, 352.11	1, 047.75	4, 399.86	.....	.....	241.01	.....	2, 039.26	2, 280.27	2, 119.59
Paris.....	.....	60, 899.51	60, 899.51	13, 673.11	.....	2, 456.70	19, 421.60	17, 346.87	52, 898.28	8, 001.23
Parkersburg.....	3, 076.78	1, 568.52	4, 645.30	.....	.....	185.83	.....	1, 752.33	1, 996.30	2, 649.00
Park City.....	16, 454.11	13, 211.53	29, 665.64	.....	.....	829.88	.....	6, 465.17	7, 295.05	22, 370.59
Park Forest.....	33, 645.10	190, 346.64	223, 991.74	95, 953.55	.....	9, 992.15	.....	63, 336.10	169, 281.80	54, 709.94
Park Ridge.....	248, 971.15	242, 190.63	491, 161.78	135, 154.12	.....	13, 297.87	86, 086.24	.....	234, 538.23	256, 623.55
Patoka.....	404.52	3, 726.00	4, 130.52	.....	.....	.....	.....	3, 473.69	3, 473.69	656.83
Pawnee.....	11, 487.91	9, 404.91	20, 892.82	.....	.....	352.07	.....	6, 875.99	7, 228.06	13, 664.76
Paw Paw.....	19, 415.67	4, 494.76	23, 910.43	.....	.....	.....	.....	.....	.....	23, 910.43
Paxton.....	34, 660.70	27, 092.64	61, 753.34	.....	.....	1, 454.32	.....	24, 392.15	25, 846.47	35, 906.87
Payson.....	6, 186.22	3, 112.25	9, 298.47	.....	.....	352.36	.....	7, 830.08	8, 182.44	1, 116.03
Pearl.....	2, 399.93	2, 157.49	4, 557.42	.....	.....	40.00	.....	3, 549.27	3, 661.06	896.36
Pearl City.....	565.64	3, 025.44	3, 591.08	.....	.....	.....	.....	.....	.....	3, 591.08
Pecatonica.....	10, 006.45	10, 285.27	20, 291.72	10, 125.83	.....	874.17	.....	.....	11, 000.00	9, 291.72
Pekin.....	93, 473.04	184, 118.21	277, 591.25	.....	.....	1, 291.44	181, 867.00	45, 191.20	228, 349.64	49, 241.61
Peoria.....	1, 242, 442.39	767, 443.69	2, 009, 886.08	44, 173.65	.....	.....	346, 926.83	120, 000.00	511, 100.48	1, 498, 785.60
Peoria Heights.....	60, 157.64	50, 531.24	110, 688.88	1—52.20	.....	1, 681.93	28, 509.03	18, 304.71	48, 443.47	62, 245.41
Peotone.....	14, 573.85	11, 085.02	25, 658.87	461.76	.....	832.06	.....	.....	1, 293.82	24, 365.05
Percy.....	7, 076.37	5, 021.73	12, 098.10	.....	.....	1—5.00	.....	5.00	.....	12, 098.10
Perry.....	4, 971.53	2, 740.26	7, 711.79	.....	.....	.....	.....	330.00	330.00	7, 381.79
Peru.....	26, 563.65	64, 848.70	91, 412.35	40, 966.09	.....	4, 310.42	27, 948.32	3, 575.28	76, 800.11	14, 612.24
Pesotum.....	5, 973.12	2, 901.46	8, 874.58	.....	.....	.....	.....	7, 167.37	7, 167.37	1, 704.21
Petersburg.....	2, 403.67	14, 625.04	17, 028.71	6, 782.44	.....	1, 140.60	.....	7, 311.05	15, 234.09	1, 794.62
Phillipstown.....	8, 302.97	427.79	8, 730.76	.....	.....	.....	.....	.....	.....	8, 730.76
Philo.....	946.48	4, 587.75	5, 534.23	.....	.....	.....	.....	4, 845.50	4, 845.50	688.73
Phoenix.....	4, 335.43	26, 057.26	30, 392.69	.....	.....	1, 464.17	.....	21, 893.99	23, 358.16	7, 034.53
Pierron.....	4, 702.38	2, 796.06	7, 498.44	.....	.....	.....	.....	2, 456.41	2, 505.54	4, 992.90
Pinekevynville.....	10, 662.81	19, 126.04	29, 788.85	.....	.....	.....	.....	6, 983.63	6, 983.63	22, 805.22
Pingree Grove.....	5, 791.92	1, 072.54	6, 864.46	.....	.....	260.78	.....	2, 596.50	2, 857.28	4, 007.18
Piper City.....	20, 209.51	5, 003.15	25, 212.66	10, 465.20	.....	751.12	.....	8, 042.79	19, 259.11	5, 953.55
Pittsburg.....	1, 397.60	3, 006.85	4, 404.45	.....	.....	.....	.....	.....	.....	4, 404.45



LOCAL ROADS AND STREETS

Pittsfield.....	28, 124.22	25, 350.51	53, 474.73	1—9.25	1—735.81	15, 535.19	14, 790.13	38, 684.60
Plainfield.....	43, 175.75	13, 533.92	56, 709.67	32, 928.78	4, 357.92		37, 286.70	19, 422.97
Plainville.....	3, 479.54	1, 407.32	4, 886.86				2, 157.45	2, 729.41
Plano.....	82, 764.10	25, 164.52	107, 928.62	5, 267.84	1, 153.66	2, 157.45	2, 157.45	85, 459.77
Pleasant Hill.....	2, 044.27	5, 889.69	7, 933.96	1—239.86	197.97	3, 288.29	22, 468.85	7, 500.21
Pleasant Plains.....	2, 768.13	3, 211.43	5, 979.56		242.28	5, 682.63	433.75	54.65
Plymouth.....	2, 276.00	4, 841.94	5, 117.94		236.21	4, 301.75	5, 924.91	579.98
Pocahontas.....	8, 323.20	4, 451.36	12, 774.56		537.04	5, 296.81	4, 537.96	6, 940.71
Polo.....	6, 259.30	15, 815.38	22, 074.68				5, 833.85	15, 394.68
Pontiac.....	86, 649.54	62, 424.60	149, 074.14	95, 562.47	1—9.06	16, 500.44	6, 680.00	32, 676.63
Pontoon Beach.....	5, 000.13	4, 686.95	9, 687.08			399.50	116, 397.51	9, 287.58
Pontoonosuc.....	4, 581.69	1, 301.93	1, 883.62		37.40	737.27	399.50	1, 108.95
Poplar Grove.....	4, 343.16	2, 851.86	7, 195.02		158.74	3, 398.95	774.67	3, 637.33
Port Byron.....	6, 130.86	7, 148.23	13, 279.09		603.97	6, 677.10	3, 557.69	5, 998.02
Posen.....	31, 596.75	28, 003.98	59, 600.73		843.32		7, 281.07	13, 490.83
Potomac.....	7, 508.95	4, 097.99	11, 606.94			10, 677.67	46, 109.90	9, 240.54
Prairie City.....	7, 744.97	3, 800.40	4, 545.37		215.45	2, 320.00	2, 366.40	20.97
Prairie du Rocher.....	9, 551.32	4, 209.57	13, 760.89			4, 308.95	4, 524.40	8, 389.50
Princeton.....	25, 243.92	38, 748.02	63, 991.94	48, 844.97	4, 457.28	5, 371.39	5, 371.39	2, 391.38
Princetonville.....	684.89	7, 941.79	8, 626.68		569.70	9, 848.30	63, 150.55	18, 161.13
Prophetstown.....	15, 774.31	11, 171.82	26, 946.13			5, 665.60	8, 785.00	6, 395.96
Pulaski.....	5, 730.06	2, 572.86	8, 302.92				1, 906.96	379, 238.69
Quincy.....	402, 113.23	278, 582.76	680, 695.99	186, 213.93	5, 377.39	1, 906.96	301, 457.30	1, 808.46
Radom.....	2, 228.80	849.37	3, 078.17		52.50	33, 398.23	1, 269.71	2, 709.62
Raleigh.....	1, 449.54	1, 394.92	2, 844.46			134.84	134.84	2, 145.54
Ramsey.....	1, 970.58	5, 052.75	7, 023.33			4, 877.79	4, 877.79	5, 908.18
Rankin.....	6, 873.96	4, 717.96	11, 591.92			5, 683.74	5, 683.74	11, 049.83
Ransom.....	8, 476.97	2, 572.86	11, 049.83					
Rantoul.....	3, 766.39	139, 862.07	143, 628.46	79, 574.74	21, 697.95	24, 880.77	143, 628.46	3, 624.89
Rapids City.....	1, 652.50	4, 184.80	5, 837.30		223.78	1, 988.63	2, 212.41	1, 274.54
Raritan.....	3, 769.12	1, 128.34	4, 897.46		105.88	3, 517.04	3, 622.92	9, 938.22
Raymond.....	9, 683.34	5, 399.91	15, 083.25		273.92	4, 871.11	5, 145.03	18, 266.05
Red Bud.....	12, 835.23	12, 039.80	24, 875.03		2, 658.85	3, 950.13	6, 608.98	2, 713.62
Reddick.....	1, 442.69	1, 270.93	2, 713.62					2, 162.84
Redmon.....	257.90	1, 084.94	1, 342.84			1, 180.00	1, 180.00	12, 692.46
Reynolds.....	9, 629.80	3, 062.66	12, 692.46			5, 088.17	7, 228.99	3, 655.55
Richmond.....	5, 583.79	5, 300.75	10, 884.54		482.66	4, 568.60	5, 071.14	8, 499.62
Richton Park.....	7, 786.45	5, 784.31	13, 570.76		502.54	1, 276.57	1, 333.77	2, 389.30
Richview.....	2, 142.16	1, 580.91	3, 723.07		57.20	7, 295.34	7, 441.25	3, 974.81
Ridge Farm.....	5, 873.56	5, 542.50	11, 416.06			1, 267.47	5, 880.83	2, 527.76
Ridgway.....	1, 867.92	6, 540.67	8, 408.59				5, 715.80	5, 715.80
Ridott.....	4, 345.67	1, 370.13	5, 715.80					2, 264.85
Rio.....	1, 167.50	1, 097.35	2, 264.85					30.77
Ripley.....	683.43	1, 035.34	1, 718.77			1, 688.00	1, 688.00	15, 808.00
Riverdale.....		85, 313.84	85, 313.84	65, 238.88	4, 266.96		69, 505.84	69, 409.85
River Forest.....	133, 621.72	78, 704.99	212, 326.71	132, 938.41	9, 978.45		142, 916.86	65, 899.60
River Grove.....	52, 156.34	52, 474.12	104, 630.46	10, 000.00	235.00	4, 952.52	38, 730.86	78, 621.95
Riverside.....	48, 642.30	60, 446.90	109, 089.20	18, 491.70	1, 472.10	10, 503.45	30, 467.25	29, 918.77
Riverton.....	27, 150.81	9, 863.70	37, 014.51		377.83	6, 717.91	7, 095.74	1, 412.87
Riverwoods.....	601.20	6, 985.27	7, 586.47			6, 173.60	6, 173.60	18, 878.23
Roanoke.....	8, 056.42	11, 289.63	19, 346.05		700.82	1—233.00	467.82	17, 642.21
Robbins.....	5, 702.46	46, 565.83	52, 268.29	12, 045.85	12, 731.71	9, 848.52	34, 626.08	2, 179.87
Roberts.....	415.23	3, 124.64	3, 539.87				1, 360.00	



TABLE 64.—Continued.

LOCAL ROADS AND STREETS

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Robinson.....	14, 177.44	44, 798.91	58, 976.35	.....	.....	2, 279.29	18, 526.25	29, 487.11	.....	50, 292.65	8, 683.70
Rochelle.....	99, 199.12	46, 832.42	146, 031.54	54, 217.15	.....	862.94	.....	6, 258.19	.....	61, 338.28	84, 693.26
Rochester.....	11, 763.04	7, 099.32	18, 862.36	6, 989.12	.....	532.71	.....	3, 651.53	.....	11, 173.36	7, 689.00
Rockbridge.....	1, 554.15	1, 568.52	3, 122.67	.....	.....	.....	.....	.....	.....	.....	3, 122.67
Rock City.....	3, 884.56	1, 252.34	5, 136.90	.....	.....	.....	.....	.....	.....	.....	5, 136.90
Rockdale.....	9, 292.33	7, 886.01	17, 178.34	.....	.....	.....	260.40	.....	.....	260.40	16, 917.94
Rock Falls.....	121, 162.24	63, 614.94	184, 777.18	125, 778.80	.....	8, 027.56	.....	7, 166.77	.....	140, 973.13	43, 804.05
Rockford.....	377, 146.40	819, 033.98	1, 196, 180.38	257, 094.84	28, 685.00	1—951.09	169, 556.68	38, 336.70	.....	492, 722.13	703, 458.25
Rock Island.....	67, 277.55	321, 534.18	388, 811.73	118, 718.55	13, 586.00	1—4, 369.98	99, 212.72	87, 103.90	.....	314, 251.19	74, 560.54
Rockton.....	8, 851.66	11, 364.02	20, 215.68	14, 036.10	.....	119.45	.....	546.54	.....	14, 702.09	5, 513.59
Rockwood.....	12, 940.19	607.57	13, 547.76	.....	.....	.....	.....	.....	.....	.....	13, 547.76
Rolling Meadows.....	39, 948.47	81, 693.23	121, 641.70	82, 970.57	.....	4, 914.72	.....	13, 541.38	.....	101, 426.67	20, 215.03
Romeoville.....	36, 524.57	39, 417.59	75, 942.16	.....	.....	654.69	1—48.00	9, 723.89	.....	10, 330.58	65, 611.58
Roodhouse.....	16, 316.14	14, 581.66	30, 897.80	.....	.....	1, 112.20	.....	15, 007.66	.....	16, 119.86	14, 777.94
Roscoe.....	.....	1, 278.27	1, 278.27	.....	.....	.....	.....	.....	.....	.....	1, 278.27
Rose Hill.....	885.52	7, 725.37	1, 610.89	.....	.....	.....	.....	1, 375.03	.....	1, 375.03	235.86
Roselle.....	41, 158.80	29, 925.87	71, 084.67	.....	.....	1, 226.67	12, 926.00	17, 027.68	.....	31, 180.35	39, 904.32
Rosemont.....	8, 182.79	14, 153.88	22, 336.67	.....	.....	.....	.....	.....	.....	.....	22, 336.67
Roseville.....	3, 130.49	6, 602.67	9, 733.16	.....	.....	355.53	.....	7, 363.39	.....	7, 718.92	2, 014.24
Rosiclare.....	27, 906.31	10, 539.48	38, 445.79	22, 106.48	.....	.....	.....	3, 313.95	.....	25, 420.43	13, 025.36
Rossville.....	4, 161.84	9, 113.53	13, 275.37	.....	.....	.....	.....	10, 184.50	.....	10, 184.50	3, 090.87
Round Lake.....	7, 624.28	6, 181.09	13, 805.37	.....	.....	622.85	.....	8, 987.82	.....	9, 610.67	4, 194.70
Round Lake Beach.....	43, 526.04	31, 066.61	74, 592.65	.....	.....	1, 999.58	.....	41, 624.08	.....	43, 623.66	30, 968.99
Round Lake Heights.....	5, 023.98	6, 813.44	11, 837.42	.....	.....	466.30	.....	6, 965.22	.....	7, 431.52	4, 405.90
Round Lake Park.....	20, 280.56	18, 109.27	38, 389.83	14, 195.05	.....	2, 901.91	.....	6, 798.31	.....	23, 895.27	14, 494.56
Roxana.....	6, 700.60	12, 957.33	19, 657.93	.....	.....	.....	.....	.....	.....	.....	19, 657.93
Royal.....	2, 394.38	1, 060.14	3, 454.52	.....	.....	.....	.....	1, 390.00	.....	1, 390.00	2, 064.52
Royalton.....	2, 539.95	7, 594.62	10, 134.57	.....	.....	581.95	.....	5, 497.98	124.08	6, 204.01	3, 930.56
Ruma.....	1, 034.29	855.54	1, 889.83	.....	.....	.....	.....	965.33	.....	965.33	924.50
Rushville.....	55, 582.94	17, 476.92	73, 059.86	28, 470.35	.....	3, 248.36	.....	8, 221.28	.....	39, 939.99	33, 119.87
Russellville.....	2, 225.90	1, 221.34	3, 447.24	.....	.....	.....	.....	.....	.....	.....	3, 447.24
Rutland.....	3, 994.42	3, 155.66	7, 150.08	.....	.....	614.80	.....	5, 898.00	.....	6, 512.80	637.28
Sadorus.....	3, 473.99	2, 380.67	5, 854.66	.....	.....	.....	.....	4, 950.05	.....	4, 950.05	904.61
Sailor Springs.....	1, 687.42	1, 159.36	2, 846.78	.....	.....	.....	.....	2, 341.81	.....	2, 341.81	504.97
Salem.....	9, 375.35	38, 221.06	47, 596.41	.....	.....	.....	.....	14, 971.29	.....	14, 971.29	32, 625.12
Sandoval.....	5, 806.05	8, 406.76	14, 212.81	.....	.....	.....	8, 762.16	9, 756.04	.....	9, 756.04	4, 456.77
Sandwich.....	23, 040.44	23, 819.19	46, 859.63	.....	.....	.....	.....	.....	.....	8, 762.16	38, 097.47
San Jose.....	15, 625.90	6, 776.26	22, 402.16	.....	.....	343.16	.....	8, 026.88	.....	8, 370.04	14, 032.12
Sauk Village.....	32, 687.61	35, 796.97	68, 484.58	39, 479.00	.....	644.49	.....	10, 256.58	.....	50, 380.07	18, 104.51
Saunemin.....	1, 163.21	2, 430.28	3, 593.49	.....	.....	462.59	.....	3, 130.90	.....	3, 593.49	.....
Savanna.....	35, 517.13	32, 176.36	67, 693.49	.....	.....	.....	12, 924.46	1, 264.60	.....	14, 189.06	53, 504.43
Savoy.....	3, 929.10	2, 101.70	6, 030.80	.....	.....	.....	.....	.....	.....	.....	6, 030.80
Sawyer ville.....	2, 425.35	2, 244.31	4, 669.66	.....	.....	.....	.....	.....	.....	.....	4, 669.66



## LOCAL ROADS AND STREETS

Saybrook.....	10, 657.62	5, 325.53	15, 983.15			390.46		4, 972.50	5, 362.96	10, 620.19
Scales Mound.....	5, 752.78	2, 473.69	8, 226.47							8, 226.47
Schaumburg.....	38, 417.97	20, 434.13	58, 852.10		280.00	895.20		6, 391.00	7, 566.20	51, 285.90
Schiller Park.....	97, 770.27	53, 379.27	151, 149.54	57, 146.87		6, 810.25		15, 037.50	78, 994.62	72, 154.92
Schram City.....	10, 745.53	4, 327.36	15, 072.89			1, 037.72		13, 697.11	14, 734.83	338.06
Sciota.....	292.32	743.95	1, 036.27							1, 036.27
Scottville.....	1, 800.75	1, 153.12	2, 953.87					2, 513.90	2, 513.90	1, 439.97
Seaton.....	332.71	1, 456.91	1, 789.62							1, 789.62
Seatonville.....	579.17	2, 250.48	2, 829.65	694.16		95.90			790.06	2, 039.59
Secor.....	1, 252.37	2, 647.26	3, 899.63						2, 502.50	1, 397.13
Seneca.....	3, 515.20	10, 657.24	14, 172.44						7, 161.10	7, 011.34
Sesser.....	2, 229.51	10, 936.23	13, 165.74			724.43		9, 710.76	10, 435.19	2, 730.55
Shabbona.....	11, 439.66	4, 277.79	15, 717.45	1, 653.28		84.34		669.24	2, 406.86	13, 310.59
Shannon.....		4, 748.96	4, 748.96	4, 277.78		471.18			4, 748.96	
Shawneetown.....	18, 218.45	8, 673.35	26, 891.80			504.72		5, 584.24	13, 683.96	13, 207.84
Sheffield.....	4, 773.12	6, 683.25	11, 456.37			276.34		6, 116.48	6, 392.82	5, 063.55
Shelbyville.....	38, 148.13	29, 888.68	68, 036.81					20, 061.89	41, 642.10	26, 394.71
Sheldon.....	14, 756.89	7, 049.04	21, 805.93			216.57		1, 665.90	1, 882.47	19, 923.46
Sheridan.....	6, 022.72	4, 364.59	10, 387.31			692.70		7, 952.11	8, 644.81	1, 742.50
Sherman.....	2, 537.48	2, 225.68	4, 763.16					1, 715.63	1, 047.53	3, 047.53
Sherrard.....	3, 295.85	3, 558.63	6, 854.48			470.23		5, 229.21	5, 699.44	1, 155.04
Shiloh.....	4, 907.45	4, 345.97	9, 253.42			140.50		2, 470.02	2, 610.52	6, 642.90
Shipman.....	2, 455.25	2, 585.27	5, 040.52					3, 288.47	3, 288.47	1, 752.05
Shorewood.....	8, 983.67	6, 162.48	15, 146.15							15, 146.15
Shumway.....	1, 909.42	1, 314.32	3, 223.74					2, 480.53	2, 480.53	743.21
Sibley.....	1, 752.40	2, 393.08	4, 145.48			41.35		792.05	792.05	3, 353.43
Sidell.....	820.44	3, 806.61	4, 627.05					4, 008.02	4, 008.02	619.03
Sidney.....	9, 052.24	4, 252.96	13, 305.20					2, 258.77	2, 258.77	11, 046.43
Sigel.....	4, 085.81	2, 399.28	6, 485.09					3, 800.97	3, 800.97	2, 684.12
Silvis.....	8, 857.84	24, 631.35	33, 489.19	5, 319.07						10, 535.75
Simpson.....	3, 289.07	551.77	3, 840.84					1, 527.25	1, 527.25	2, 313.59
Sims.....	1, 558.87	2, 331.07	3, 889.94					2, 581.70	2, 581.70	1, 308.24
Skokie.....	506, 983.75	420, 741.51	927, 725.26	348, 100.74	14, 471.28	58, 292.83		47, 442.83	535, 147.68	392, 577.58
Sleepy Hollow.....	5, 228.01	4, 823.36	10, 051.37			248.61		5, 263.03	5, 511.64	4, 539.73
Smithboro.....	306.59	1, 320.55	1, 627.14					541.48	541.48	1, 085.66
Smithfield.....	1, 123.19	2, 039.69	3, 162.88					4, 330.25	4, 330.25	3, 162.88
Smithton.....	5, 363.56	3, 899.59	9, 263.15					1, 250.01	1, 250.01	4, 932.90
Somonausk.....	6, 156.16	5, 573.51	11, 729.67					3, 992.35	3, 992.35	1, 074.08
Sorento.....	844.46	4, 221.97	5, 066.43					280.66	280.66	2, 569.03
South Barrington.....	1, 702.76	1, 146.93	2, 849.69							76, 384.03
South Beloit.....	54, 647.24	23, 441.00	78, 088.24	1.25		1, 702.96			1, 704.21	
South Chicago Heights.....										
South Elgin.....	10, 170.21	25, 065.33	35, 235.54	27, 260.13		2, 505.35		5, 470.06	35, 235.54	13, 117.79
South Holland.....	1, 874.39	16, 267.96	18, 142.35			366.01		4, 658.55	5, 024.56	54, 051.87
South Jackson.....	52, 361.78	90, 434.77	142, 796.55	18, 291.64					88, 744.68	54, 131.51
South Jacksonville.....	43, 502.02	15, 713.20	59, 215.22			375.99		4, 707.72	5, 083.71	35, 769.09
South Pekin.....	32, 063.86	6, 243.08	38, 306.94			120.85		2, 417.00	2, 537.85	8, 214.65
South Wilmington.....	6, 220.76	4, 525.77	10, 746.53			301.67		2, 205.14	2, 531.88	3, 544.82
Southern View.....	5, 700.09	9, 312.45	15, 012.54	2, 476.89		897.60		7, 952.52	11, 467.72	4, 051.14
Spartand.....	4, 460.87	3, 310.65	7, 771.52			402.12		3, 318.26	3, 720.38	2, 810.96
Sparta.....	20, 776.46	21, 401.30	42, 177.76	25, 000.00				3, 154.30	39, 366.80	2, 667.01
Spaulding.....	1, 563.47	1, 103.54	2, 667.01							1, 996.99
Spillertown.....	899.64	1, 097.35	1, 996.99							2, 029.38
Spring Bay.....	4, 610.74	1, 766.93	6, 377.67			289.76		4, 058.53	4, 348.29	



TABLE 64.—Continued.

LOCAL ROADS AND STREETS

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal indebtedness	Maintenance	Treasurers <sup>2</sup> Fees and Miscellaneous		
Springerton.....	69.36	1,438.32	1,507.68	.....	.....	.....	.....	1,402.90	.....	1,402.90	104.78
Springfield.....	615,605.80	527,154.42	1,142,760.22	21,049.96	4,391.20	65,263.94	135,787.60	185,406.50	12,347.47	424,246.67	718,513.55
Spring Grove.....	1,505.93	1,866.10	3,372.03	1—369.66	.....	369.66	.....	.....	.....	.....	3,372.03
Spring Valley.....	22,666.36	33,298.50	55,964.86	14,364.92	.....	1,839.34	.....	17,569.95	.....	33,774.21	22,190.65
St. Anne.....	25,256.69	8,543.18	33,799.87	13,819.35	.....	1,182.91	.....	2,619.52	.....	17,621.78	16,178.09
St. Augustine.....	2,433.94	1,246.14	3,680.08	.....	.....	150.00	.....	2,829.45	.....	2,979.45	700.63
St. Charles.....	26,072.40	58,564.17	84,636.57	.....	.....	.....	12,461.08	.....	.....	12,461.08	72,175.49
St. David.....	4,086.66	5,344.13	9,430.79	.....	.....	387.54	.....	7,343.10	154.61	7,885.25	1,545.54
St. Elmo.....	23,563.82	10,210.88	33,774.70	4,063.12	.....	.....	.....	12,929.84	.....	16,995.96	16,778.74
St. Francisville.....	7,032.98	6,447.67	13,480.65	.....	.....	339.05	.....	2,226.75	.....	2,565.80	10,914.85
St. Jacob.....	10,396.28	3,279.64	13,675.92	.....	.....	253.26	.....	4,153.27	.....	4,406.53	9,269.39
St. Johns.....	1,976.54	1,277.14	3,253.68	.....	.....	.....	.....	1,941.82	.....	1,941.82	1,311.86
St. Joseph.....	8,205.73	7,501.62	15,707.35	.....	.....	.....	.....	4,291.42	.....	4,291.42	11,415.93
St. Libory.....	7,514.38	2,145.08	9,659.46	.....	.....	.....	.....	6,765.30	.....	6,765.30	2,894.16
St. Marie.....	404.25	2,151.30	2,555.55	1,000.00	.....	.....	.....	.....	20.00	1,020.00	1,535.55
St. Peter.....	1,379.08	2,461.28	3,840.36	.....	.....	216.51	.....	2,944.40	.....	2,944.40	895.96
Standard.....	944.89	1,748.32	2,693.21	.....	.....	.....	.....	1,602.13	.....	1,602.13	838.20
Standard City.....	105.11	1,128.34	1,233.45	.....	.....	.....	.....	.....	36.37	1,855.01	1,233.45
Stanford.....	2,266.70	2,969.65	5,236.35	.....	.....	404.64	.....	3,602.38	.....	4,007.02	1,229.33
Staunton.....	62,605.74	26,212.25	88,817.99	21,768.87	.....	3,978.96	.....	9,017.92	.....	34,765.75	54,052.24
Steeleville.....	14,584.00	9,727.32	24,311.32	1—491.81	.....	2,986.08	.....	1—1,739.69	.....	754.58	23,556.74
Steger.....	62,192.31	39,876.36	102,068.67	16,617.60	.....	2,982.64	.....	23,620.78	.....	43,221.02	58,847.65
Sterling.....	61,460.13	97,260.64	158,720.77	42,332.97	.....	12,415.38	.....	75,852.26	.....	130,600.61	28,120.16
Steward.....	9,485.48	1,636.71	11,122.19	7,532.14	.....	614.26	.....	.....	.....	8,146.40	2,975.79
Stewardson.....	955.00	4,066.99	5,021.99	.....	.....	139.40	.....	3,675.00	.....	3,814.40	1,207.59
Stickney.....	85,189.58	38,679.84	123,869.42	3,873.71	.....	1—86.90	42,360.00	1—328.42	.....	45,818.39	78,051.03
Stillman Valley.....	.....	3,707.42	3,707.42	.....	.....	.....	.....	.....	.....	.....	3,707.42
Stockton.....	4,980.28	11,159.42	16,139.70	14,889.55	.....	1,250.15	.....	.....	.....	16,139.70	.....
Stonfort.....	877.79	2,163.69	3,041.48	.....	.....	.....	.....	.....	.....	.....	3,041.48
Stone Park.....	84,750.49	18,834.64	103,585.13	102,370.83	.....	1,214.30	.....	.....	.....	103,585.13	15,332.66
Stonington.....	21,847.51	6,670.87	28,518.38	.....	.....	218.71	.....	12,967.01	.....	13,185.72	4,231.53
Stoy.....	3,084.60	1,146.93	4,231.53	.....	.....	.....	.....	.....	.....	.....	802.51
Strasburg.....	1,089.63	2,895.26	3,984.89	.....	.....	98.98	.....	3,083.40	.....	3,182.38	4,456.02
Strawn.....	3,513.65	942.37	4,456.02	.....	.....	.....	.....	.....	.....	.....	26,411.95
Streamwood.....	.....	41,854.07	41,854.07	5,253.10	.....	478.42	.....	9,710.60	.....	15,442.12	14,453.21
Streator.....	42,529.33	104,576.27	147,105.60	27,236.55	18,140.00	3,511.43	53,916.00	29,848.41	.....	132,652.39	2,479.15
Stronghurst.....	9,410.94	5,052.76	14,463.70	.....	.....	401.85	.....	11,582.70	.....	11,984.55	1,322.95
Sublette.....	3,425.64	1,897.11	5,322.75	.....	.....	402.20	.....	3,597.60	.....	3,999.80	1,322.95
Sugar Grove.....	1,410.10	2,021.10	3,431.20	.....	.....	.....	2,590.32	.....	.....	2,590.32	840.88
Sullivan.....	.....	24,463.95	24,463.95	5,363.09	.....	1,073.44	15,060.00	.....	.....	21,496.53	2,967.42
Summerfield.....	3,840.76	2,188.48	6,029.24	.....	.....	99.32	.....	1,597.12	.....	1,696.44	4,332.80
Summit.....	35,297.30	64,315.53	99,612.83	.....	.....	.....	40,783.42	.....	.....	40,783.42	58,829.41
Sumner.....	5,178.78	6,416.67	11,595.45	.....	.....	334.77	.....	1,651.38	.....	1,986.15	9,609.30
Sunnyside.....	6,684.00	1,878.51	8,562.51	.....	.....	.....	.....	.....	.....	.....	8,562.51



LOCAL ROADS AND STREETS

Swansea.....	23, 139.41	23, 540.22	46, 679.63	1, 091.76	19, 997.83	21, 089.59	25, 590.04
Sycamore.....	.....	43, 155.99	43, 155.99	.....	.....	30, 751.45	12, 404.54
Symerton.....	2, 171.96	762.57	2, 934.53	.....	.....	.....	2, 934.53
Table Grove.....	848.07	3, 099.83	3, 947.90	.....	.....	.....	3, 947.90
Tallula.....	227.70	3, 391.22	3, 618.92	85.34	1, 206.66	3, 392.00	226.92
Tamaroa.....	3, 185.88	4, 314.97	7, 500.85	.....	3, 156.00	4, 862.32	2, 638.53
Tamms.....	5, 010.98	3, 397.42	8, 408.40	.....	3, 678.01	3, 678.01	4, 730.39
Tampico.....	11, 124.30	4, 897.74	16, 022.04	.....	.....	.....	16, 022.04
Taylor Springs.....	7, 597.56	3, 409.82	11, 007.38	.....	5, 409.62	5, 409.62	5, 597.76
Taylorville.....	256, 836.12	56, 851.10	313, 687.22	2, 248.62	15, 663.22	17, 911.84	295, 775.38
Tennessee.....	441.65	1, 277.13	1, 718.78	.....	.....	.....	1, 718.78
Teutopolis.....	8, 678.60	7, 067.64	15, 746.24	.....	10, 414.06	10, 414.06	5, 332.18
Thawville.....	1, 827.00	1, 525.13	3, 352.13	302.56	2, 528.24	2, 830.80	521.33
Thayer.....	2, 584.07	4, 023.59	6, 607.66	.....	4, 719.39	4, 813.78	1, 793.88
Thebes.....	5, 193.71	2, 920.05	8, 113.76	.....	3, 236.80	3, 236.80	4, 876.96
Third Lake.....	1, 149.85	1, 115.95	2, 265.80	170.82	1, 119.05	1, 289.87	975.93
Thompsboro.....	3, 271.61	2, 839.47	6, 111.08	.....	5, 826.00	5, 826.00	285.08
Thompsonville.....	4, 064.78	2, 653.46	6, 718.24	.....	2, 988.45	2, 988.45	3, 729.79
Thomson.....	2, 163.50	3, 366.42	5, 529.92	.....	1, 126.15	1, 126.15	4, 403.77
Thornton.....	20, 305.91	22, 734.24	43, 040.15	1, 912.74	6, 285.77	23, 606.01	19, 434.14
Tilden.....	3, 744.88	5, 009.33	8, 754.21	.....	3, 576.57	3, 648.83	5, 105.38
Tilton.....	56, 959.07	16, 106.76	73, 065.83	4, 730.40	8, 119.40	12, 849.80	60, 216.03
Time.....	637.97	278.99	916.96	.....	355.88	355.88	561.08
Tinley Park.....	25, 139.74	48, 419.54	73, 559.28	3, 414.00	.....	68, 437.60	5, 121.68
Tiskilwa.....	37, 309.09	5, 895.88	43, 204.97	929.66	9, 414.99	10, 448.10	32, 756.87
Toledo.....	5, 941.09	6, 187.28	12, 128.37	234.25	6, 547.75	6, 782.00	5, 346.37
Tolono.....	2, 261.45	9, 541.31	11, 802.76	.....	11, 197.75	11, 197.75	605.01
Toluca.....	5, 243.00	8, 381.97	13, 624.97	402.72	4, 383.33	4, 786.05	8, 838.92
Tonica.....	1, 926.49	4, 649.77	6, 576.26	190.00	.....	2, 102.85	4, 473.41
Topeka.....	836.48	4, 777.37	1, 313.85	.....	1, 200.00	1, 200.00	113.85
Toulon.....	4, 689.28	7, 520.21	12, 209.49	495.36	9, 578.88	10, 074.24	2, 135.25
Tovey.....	2, 821.96	4, 004.99	6, 826.95	197.20	4, 440.96	4, 732.82	2, 094.13
Towanda.....	1, 737.62	3, 633.01	5, 370.63	222.03	1, 515.60	1, 737.63	3, 633.00
Tower Hill.....	867.99	4, 339.76	5, 207.75	164.23	4, 227.46	4, 391.69	816.06
Tremont.....	19, 860.42	9, 659.12	29, 519.54	805.98	9, 780.20	28, 847.05	672.49
Trenton.....	17, 366.82	11, 820.51	29, 187.33	.....	.....	.....	29, 187.33
Troy.....	33, 775.85	11, 023.03	44, 798.88	2, 633.15	7, 032.07	35, 136.31	9, 662.57
Troy Grove.....	5, 905.90	1, 680.11	7, 586.01	800.00	.....	2, 653.60	4, 932.41
Tuscola.....	16, 588.08	24, 023.78	40, 611.86	3, 157.82	16, 044.10	40, 611.86	.....
Ullin.....	1, 121.14	3, 577.22	4, 698.36	332.54	2, 241.75	2, 600.04	2, 098.32
Union.....	4, 745.13	2, 975.85	7, 720.98	300.36	2, 678.50	4, 696.88	3, 024.10
Union Hill.....	2, 112.97	495.98	2, 608.95	100.73	1—100.73	.....	2, 608.95
Urban.....	1, 248.47	334.78	1, 583.25	.....	797.93	813.89	769.36
Urbana.....	192, 410.77	175, 271.26	367, 682.03	.....	140, 635.83	140, 635.83	227, 046.20
Ursa.....	241.40	2, 591.47	2, 832.87	.....	.....	.....	2, 832.87
Valier.....	408.27	4, 023.59	4, 431.86	332.85	.....	3, 188.38	1, 243.48
Valley City.....	3, 707.77	675.76	4, 383.53	.....	2, 793.00	1, 045.15	3, 338.38
Valley View.....	6, 350.03	10, 793.65	17, 143.68	447.86	9, 952.55	10, 400.41	6, 743.27
Valmeyer.....	3, 822.84	4, 395.58	8, 218.42	235.54	2, 094.71	2, 330.25	5, 888.17
Vandalia.....	23, 875.25	34, 327.65	58, 202.90	1, 121.59	14, 544.65	15, 666.24	42, 536.66
Varna.....	1, 772.80	2, 312.50	4, 085.30	259.11	3, 826.19	4, 085.30	.....
Venedy.....	782.58	886.54	1, 669.12	.....	1, 658.03	1, 658.03	11.09
Venice.....	63, 591.43	33, 354.30	96, 945.73	2, 658.83	23, 441.34	20, 427.06	76, 518.67
Vergennes.....	1, 983.55	1, 847.49	3, 831.04	.....	2, 743.74	2, 743.74	1, 087.30
Vermilion.....	5, 281.25	1, 965.31	7, 246.56	.....	1, 140.00	1, 162.80	6, 083.76



TABLE 64.—Concluded.

LOCAL ROADS AND STREETS

Municipality	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for					Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance		
Vermont.....	2, 938.50	5, 598.30	8, 536.80	.....	.....	.....	.....	6, 061.00	6, 121.61	2, 415.19
Vernon.....	48.67	1, 456.92	1, 505.59	.....	.....	.....	.....	315.90	315.90	1, 189.69
Vernon Hills.....	2, 323.33	4, 221.99	6, 545.32	.....	.....	255.24	.....	1, 507.85	1, 763.09	4, 782.23
Verona.....	3, 472.57	1, 190.34	4, 662.91	1, 869.54	.....	289.11	.....	2, 504.26	4, 662.91	.....
Versailles.....	2, 794.09	2, 647.25	5, 441.34	.....	.....	215.27	.....	5, 176.19	5, 391.46	49.88
Victoria.....	4, 585.99	2, 808.45	7, 394.44	.....	.....	371.80	.....	5, 040.17	5, 411.97	1, 982.47
Vienna.....	23, 197.08	6, 782.45	29, 979.53	8, 000.00	.....	930.00	.....	2, 158.70	11, 088.70	18, 890.83
Villa Grove.....	11, 015.51	14, 308.87	25, 324.38	.....	.....	.....	.....	9, 824.58	9, 824.58	15, 499.80
Villa Park.....	130, 709.12	148, 353.93	279, 063.05	.....	.....	.....	.....	76, 127.13	78, 252.80	200, 810.25
Viola.....	8, 924.35	5, 034.16	13, 958.51	.....	.....	2, 125.67	.....	12, 945.06	13, 958.51	.....
Virden.....	6, 930.94	20, 514.75	27, 445.69	.....	.....	1, 013.45	12, 420.00	8, 366.66	20, 390.61	7, 055.08
Virginia.....	10, 072.32	10, 347.26	20, 419.58	.....	.....	1—396.05	.....	.....	.....	20, 419.58
Wadsworth.....	254.29	3, 459.42	3, 713.71	.....	.....	142.62	.....	1, 997.30	2, 139.92	1, 573.79
Waggoner.....	1, 222.63	1, 357.75	2, 580.38	.....	.....	75.97	.....	1, 355.38	1, 431.35	1, 149.03
Walnut.....	34, 832.98	7, 390.02	42, 223.00	.....	.....	.....	.....	.....	.....	42, 223.00
Walnut Hill.....	955.97	948.56	1, 904.53	.....	.....	.....	.....	1, 873.00	1, 873.00	31.53
Walshville.....	2, 106.79	762.55	2, 869.34	.....	.....	.....	.....	.....	.....	2, 869.34
Waltonville.....	3, 387.35	2, 442.68	5, 830.03	.....	.....	.....	.....	1, 592.86	1, 592.86	4, 237.17
Wamac.....	12, 921.43	8, 642.38	21, 563.81	.....	.....	366.61	.....	8, 750.12	9, 116.73	12, 447.08
Wapella.....	1, 494.82	3, 261.03	4, 755.85	.....	.....	402.86	.....	4, 205.42	4, 608.28	.....
Warren.....	21, 814.78	9, 113.53	30, 928.31	24, 726.25	.....	650.56	.....	5, 551.50	30, 928.31	.....
Warrensburg.....	1, 867.66	4, 221.99	6, 089.65	.....	.....	.....	.....	4, 346.00	4, 346.00	1, 743.65
Warsaw.....	1, 158.92	12, 014.99	13, 173.91	.....	.....	213.01	.....	4, 473.24	4, 473.24	8, 700.67
Washington.....	12, 310.71	6, 596.46	18, 907.17	24.00	.....	92.77	.....	.....	119.11	18, 788.06
Washington Park.....	29, 642.38	36, 695.92	66, 338.30	.....	.....	.....	15, 555.58	.....	15, 555.58	50, 782.72
Wataga.....	5, 828.64	40, 924.11	46, 752.75	.....	.....	1, 719.23	.....	33, 490.82	35, 210.05	11, 542.70
Waterloo.....	9, 435.51	3, 533.81	12, 969.32	.....	.....	703.17	.....	10, 066.06	10, 769.23	2, 200.09
Waterman.....	36, 750.77	23, 552.59	60, 303.36	1—82.73	.....	718.18	.....	19, 151.55	19, 787.00	40, 516.36
Watseka.....	15, 098.61	5, 678.92	20, 777.53	.....	.....	926.03	.....	10, 665.49	11, 591.52	9, 186.01
Watson.....	42, 870.55	32, 356.16	75, 226.71	51, 604.96	.....	6, 211.59	.....	.....	57, 816.55	17, 410.16
Wayne.....	2, 228.71	1, 531.31	3, 760.02	.....	.....	.....	.....	2, 275.86	2, 275.86	1, 848.16
Wauconda.....	.....	29, 603.49	29, 603.49	839.52	.....	1, 163.70	2, 298.72	.....	4, 301.94	25, 301.55
Waukegan.....	92, 200.58	383, 041.26	475, 241.84	135, 047.30	.....	9, 343.21	.....	90, 529.49	234, 920.00	240, 321.84
Waverly.....	11, 324.19	8, 524.57	19, 848.76	.....	.....	924.76	.....	10, 769.84	11, 694.60	8, 154.16
Wayne.....	2, 480.17	2, 845.64	5, 325.81	.....	.....	.....	.....	.....	.....	5, 325.81
Wayne City.....	3, 807.07	5, 598.30	9, 405.37	.....	.....	.....	2, 646.00	4, 513.49	7, 159.49	2, 245.88
Waynesville.....	1, 426.99	3, 161.84	4, 588.83	.....	.....	.....	.....	1, 227.22	1, 251.76	3, 337.07
Weldon.....	1, 620.01	2, 783.66	4, 403.67	.....	.....	315.95	.....	2, 197.81	2, 513.76	1, 889.91
Wellington.....	1, 909.91	2, 070.70	3, 980.61	.....	.....	.....	.....	.....	.....	3, 980.61
Wenona, Marshall.....	3, 885.47	6, 230.69	10, 116.16	1—384.34	.....	1, 453.49	.....	3, 429.93	4, 499.08	5, 617.08
Wenonah, Montgomery.....	396.94	632.38	1, 029.32	.....	.....	.....	.....	585.81	585.81	443.51
West Brooklyn.....	394.57	1, 128.35	1, 522.92	.....	.....	.....	.....	.....	.....	1, 522.92
West Chicago.....	16, 229.97	42, 492.62	58, 722.59	1—88.90	.....	6, 665.23	.....	36, 176.72	42, 753.05	15, 969.54
West City.....	11, 717.96	5, 046.54	16, 764.50	.....	.....	939.67	.....	12, 119.49	13, 320.34	3, 444.16
West Dundee.....	20, 229.63	15, 685.21	35, 914.84	23.45	.....	1, 171.76	8, 214.03	5, 272.28	14, 681.52	21, 233.32
West Frankfort.....	114, 527.62	55, 964.54	170, 492.16	.....	.....	1, 010.49	7, 514.99	29, 783.41	38, 308.89	132, 183.27



LOCAL ROAES AND STREETS

West Point.....	252.80	1,450.73	1,703.53		123.25		1,170.15		1,293.40	410.13
West Salem.....	5,115.31	5,926.89	11,042.20				4,443.09		4,443.09	6,599.11
Westchester.....	35,089.83	112,164.66	147,254.49	106,505.18					116,205.18	31,049.31
Western Springs.....	34,778.13	76,925.66	111,703.79	28,966.02			25,387.60		62,573.51	49,130.28
Westfield.....	1,268.15	3,942.99	5,211.14				3,250.00		3,250.00	1,961.14
Westhaven.....		269.44	269.44							269.44
Westmont.....	28,895.52	37,179.49	66,075.01	17,285.04			13,145.76		30,956.62	35,118.39
Weston.....	243.14	2,610.05	2,853.19				665.79		665.79	2,187.40
Westville.....	36,779.40	21,680.29	58,459.69				9,652.89	304.69	15,325.27	43,134.42
Wheaton.....	243,698.61	162,822.29	406,520.90	129,859.68			140,498.38		270,885.06	135,635.84
Wheeler.....	892.32	1,072.54	1,964.86				1,180.44		1,180.44	784.42
Wheeling.....	267,735.28	72,883.49	340,618.77	1--5.20			568.38		563.18	340,055.59
Whiteash.....	1,860.20	991.95	2,852.15				2,054.68	43.59	2,223.27	628.88
White City.....	235.20	1,221.34	1,456.54				672.19	14.12	719.92	736.62
White Hall.....	57,577.54	18,673.44	76,250.98				11,448.91		11,748.91	64,502.07
Williamsfield.....	904.74	3,397.43	4,302.17				5.45			4,302.17
Williamson.....	577.57	2,008.68	2,586.25				2,305.00	46.09	2,351.09	235.16
Williamsville.....	9,844.57	4,556.77	14,401.34	12,500.00					12,500.00	1,901.34
Willisville.....	3,210.61	3,298.25	6,508.86				3,168.98	64.67	3,233.65	3,275.21
Willowbrook.....	3,380.46	973.34	4,353.80							4,353.80
Willow Hill.....	151.32	2,076.90	2,228.22							
Willow Springs.....	19,351.82	14,556.87	33,908.69				1,674.49	37.23	1,868.90	
Wilmette.....	274,103.59	190,109.85	464,213.44	151,056.91			3,502.50		3,702.84	30,205.85
Wilmington, Greene.....	1,294.84	805.95	2,100.79				1,729.00		152,267.54	311,945.90
Wilmington, Will.....	46,594.18	26,100.67	72,694.85				333.50		1,779.00	321.79
Wilsonville.....	2,267.55	4,265.38	6,532.93				4,635.38		22,006.54	50,688.31
Winchester.....	16,063.45	10,272.89	26,336.34				7,622.95	97.43	4,908.57	1,564.36
Windsor, Mercer.....	4,009.86	4,079.39	8,089.25				5,677.63		7,973.32	18,363.02
Windsor, Shelby.....	1,491.77	6,329.88	7,821.65				5,793.06		6,659.54	1,429.71
Winfield.....	9,966.03	15,201.64	25,167.67				13,813.50		5,793.06	2,028.59
Winnebago.....	9,392.93	6,565.45	15,958.38	10,741.57			3,429.95		14,737.84	10,429.83
Winnetka.....	39,016.15	82,877.38	121,893.53	34,553.79			8,333.63		15,661.65	296.73
Winslow.....	8,443.21	2,269.06	10,712.27						47,460.42	74,433.11
Winthrop Harbor.....	18,102.34	23,856.37	41,958.71							10,712.27
Witt.....	60.03	6,825.86	6,885.89				21,619.55		22,297.66	19,661.05
Wood Dale.....	104,019.56	27,427.40	131,446.96				6,843.95		6,843.95	41.94
Woodhull.....	10,368.92	4,829.55	15,198.47				29,530.74		31,133.54	100,313.42
Woodland.....	3,711.54	2,132.70	5,844.24							15,198.47
Woodlawn.....	63.48	1,494.11	1,557.59							1,898.97
Wood River.....	87,243.16	72,499.09	159,742.25				3,565.55		3,945.27	
Woodridge.....	7,504.10	14,296.47	21,800.57				1,411.85		1,411.85	145.74
Woodson.....	2,029.63	1,419.74	3,449.37				14,447.62		86,411.29	73,330.96
Woodstock.....	117,304.08	55,158.59	172,462.67	5,296.26			15,018.85		15,582.06	6,218.51
Worden.....	4,431.17	6,571.66	11,002.83				644.42		886.22	2,563.15
Worth.....	94,887.91	63,937.34	158,825.25	106,238.70			8,502.29		33,383.34	139,079.33
Wyanet.....	5,379.48	5,815.31	11,194.79				8,655.35		8,989.05	2,013.78
Wyoming.....	3,651.34	9,665.32	13,316.66				4,406.67		122,537.76	36,287.49
Xenia.....	895.78	3,044.06	3,939.84				6,314.85		8,118.93	3,075.86
Yale.....	1,129.28	762.55	1,891.83				9,994.25		10,793.43	2,523.23
Yates City.....	689.49	4,972.13	5,661.62				3,460.46		3,644.42	295.42
Yorkville.....	25,359.77	9,721.12	35,080.89	918.30			1,085.21		1,085.21	806.62
Zeigler.....		13,223.93	13,223.93	4,426.72			3,380.87		3,889.92	1,771.70
Zion.....	12,922.99	87,452.74	100,375.73	63,949.87			17,780.72		24,368.50	10,712.39
Total.....	\$40,362,784.59	\$53,982,738.39	\$94,345,522.98	\$18,579,610.04	\$591,434.37	\$5,943,786.30	\$18,651,211.99	\$93,169.47	\$47,749,739.45	\$46,595,783.53

<sup>1</sup> Transferred from funds certified prior to 1965.  
<sup>2</sup> Includes Illinois Municipal Employees' Retirement Fund or Social Security.



LOCAL ROADS AND STREETS

TABLE 65.—MUNICIPAL CONTRACTS APPROVED DURING 1965.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Addison.....	11	0.2606	3,709	\$32,925.40	I-11 pavt., WB Mac. base, G
Alsip.....	8	0.3130	4,360	25,432.00	I-11 pavt., I-11 bit. conc. base, C&G
Alton.....	104-WQ	0.0684	1,818	17,603.90	I-11 pavt., PCC base wid. C
Amboy.....	15	1.0670	15,216	35,126.00	A-3 treat., ty. B base
Anchor.....	1-Q	0.0847	3,473	17,432.00	B-5 surf.
Anna.....	17	0.2394	4,354	38,955.86	I-11 pavt., ty. A base, C&G
Arlington Heights.....	34.....	0.2469	6,750	40,120.90	I-11 pavt., pozzo. base wid., C& G, median
Arlington Heights.....	37.....	0.8695	17,314	2156,594.45	PCC pavt., C
Arlington Heights.....	40.....			31,657.30	SL&TL
Arlington Heights.....	41.....	2.4502	36,630	117,337.51	I-11 pavt.
Arlington Heights.....	42.....			271,227.95	SL&TL
Arlington Heights.....	43.....	0.2464	2,688	6,271.10	I-11 pavt.
Arlington Heights.....	45.....	0.9907	18,617	32,335.55	I-11 pavt.
Arthur.....	7.....	0.1578	4,411	64,426.36	PCC pavt., C&G, SS
Ashton.....	5.....	0.1292	1,753	7,261.40	Ty. B surf.
Ashton.....	6-S.....	0.3576	7,641	15,561.15	I-11 pavt.
Aurora.....	86.....	0.9457		191,989.53	Sheet asph. surf. ty. A base, C&G, SS
Aurora.....	91-TL.....			21,879.45	TL rehab.
Aurora.....	92-TL.....			9,537.90	TL
Aurora.....	93-SS.....			185,008.90	SS
Barrington.....	24.....	0.4379	9,545	3103,567.87	I-11 pavt., pozzo. base, C&G
Barrington.....	25.....	0.0763	732	17,388.55	PCC pavt. wid., C&G
Bartlett.....	5-SS.....			8,141.80	SS
Bartlett.....	6-SS.....			24,942.00	SS
Batavia.....	34.....	0.4285	6,663	46,936.70	B-5 surf., ty. A base, C&G
Beaverville.....	5-Q.....	0.0721	2,063	29,484.55	A-2 treat., ty. B base, C&G., sidewalk
Belle Flower.....	5-Q.....	0.0598	581	490.00	A-3 treat.
Bellwood.....	51.....			56,090.75	SL
Bellwood.....	54.....			3,915.25	School crossing signals
Bensenville.....	15-FL.....			44,473.47	FL & gates
Berwyn.....	61.....			31,768,935.20	SL rehab.
Berwyn.....	62.....			20,161.35	TL rehab.
Berwyn.....	64.....			227,418.60	C&G, surf. & base repair
Bloomington.....	144-SL.....			2,588.00	SL
Bloomington.....	154.....	0.3655	9,335	243,011.68	I-11 pavt., I-11 bit. conc. base, C&G
Blue Island.....	51.....	0.4238	8,360	26,601.00	I-11 pavt.
Blue Island.....	52.....	0.1050	1,887	18,333.45	PCC pavt. & I-11 pavt.
Blue Island.....	53.....			15,547.20	TL
Bradley.....	29-Q-SS.....			42,560.90	SS
Bridgeport.....	13.....	0.1190	2,822	9,962.70	B-5 mod. surf.
Brookfield.....	68.....			325,212.25	C&G, SS
Byron.....	12-S.....	0.2172	5,036	10,343.00	A-3 treat., ty. B base
Calumet City.....	49.....	0.1951	3,180	9,439.10	I-11 pavt., C&G
Calumet Park.....	16.....	0.8314	8,735	61,499.90	Mod. plant mix, bit. stab. base, C&G
Centralia.....	18-SS.....			32,054.37	Box culvert & pipe arch
Centreville.....	4-SS.....			34,594.00	SS
Champaign.....	134.....	0.3742	5,823	274,551.90	I-11 pavt., PCC base wid., C&G, median, SL & TL
Champaign.....	135.....	0.2466	7,187	44,426.95	I-11 pavt., TL, sidewalk
Champaign.....	135-L.....			310,247.08	SL
Champaign.....	136.....	0.3082	8,500	69,759.05	I-11 pavt., C&G
Champaign.....	136-L.....			318,172.15	SL
Charleston.....	34.....		48	1,728.50	Reconstr. of intersections
Charleston.....	35.....	0.1528	2,250	48,772.95	I-11 pavt., PCC base wid., C&G
Chenoa.....	15-Q.....	0.4826	6,040	15,791.36	A-3 treat., ty. B base
Chester.....	16.....	0.5883	4,921	79,079.77	A-3 treat., PCC pavt. wid., C&G, SS
Chicago.....	3 secs.....	1.2796	99,134	806,227.35	Dual I-11 pavt., PCC base wid., C&G, median
Chicago.....	1 sec.....	0.7650	16,873	179,208.75	I-11 pavt., PCC base wid., C&G
Chicago.....	2 secs.....		26,430	175,814.25	I-11 pavt., PCC base wid., C&G (Intersections Only)
Chicago.....	3 secs.....			31,241,429.00	Auxiliary outlet sewer
Chicago.....	5 secs.....			1,844,667.50	Structure rehab.
Chicago.....	2 secs.....			57,590.00	Tree planting

# LOCAL ROADS AND STREETS

TABLE 65.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Chicago.....	1 sec.....			182,490.00	Electrical equipment, roadway lighting
Chicago.....	5 secs.....			377,468.75	C&G
Chicago (Expwy.)...	2 secs.....	1.0070	59,200	3,668,474.70	Dual PCC pavt., C&G, ramps
Chicago (Expwy.)...	1 sec.....	1.5040	109,493	2,996,425.25	Dual PCC pavt., I-11 pavt., C&G, median
Chicago (Expwy.)...	5 secs.....			8,315,032.76	RR & Hwy grade sep. structures
Chicago (Expwy.)...	2 secs.....			3,500,339.10	Dual elevated hwy structures
Chicago (Expwy.)...	1 sec.....			7,115,220.56	Lake Shore Drive interchange
Chicago (Expwy.)...	1 sec.....			171,000.00	Building removal
Chicago (Expwy.)...	1 sec.....			1,874,480.00	Dock wall
Chicago Heights.....	78.....	0.4129	8,146	9,706.66	I-11 pavt.
Chicago Heights.....	82.....			26,000.00	Pedestrian overpass
Chicago Heights.....	83.....			38,198.75	SL
Chicago Heights.....	84.1.....			49,742.00	SS
Chicago Ridge.....	6.....			4935.29	FL & gates
Cicero.....	95.....			68,821.00	Bridge rehab.
Cicero.....	96.....	4.7220	111,531	289,281.75	I-11 pavt., A-2 treat., C&G
Colfax.....	14-Q.....	0.1998	2,392	1,546.50	A-3 treat.
Collinsville.....	27.....	0.0340	830	21,818.55	PCC pavt., C&G
County Club Hills...	2.....	0.0997	1,020	8,228.82	Mod. plant mix, ty. B base
Countyside.....	2.....	0.1386	3,636	21,590.00	I-11 pavt., bit. stab. base
Crest Hill.....	1.....	0.3126	2,410	315,555.55	A-3 treat., ty. B base, C&G
Dakota.....	4.....			2521.36	Ty. B surf.
Danville.....	92.....	1.0294	17,097	57,458.85	I-11 pavt.
Danville.....	97.....	0.5877	12,921	31,069.20	I-11 pavt.
Danville.....	98.....	0.2114	4,036	8,745.90	I-11 pavt.
Danville.....	99.....	0.6812	11,727	35,127.55	I-11 pavt.
Decatur.....	112.....	1.6015	53,503	3555,128.09	PCC pavt., I-11 pavt., PCC base wid., C&G
Decatur.....	118.....			7,242.37	Guard rail
Deerfield.....	21-B.....			215,787.41	Bridge
DeKalb.....	38-T.....	0.3125	6,019	26,458.36	I-11 pavt., C&G
DeKalb.....	42-TL.....			9,994.30	TL
DesPlaines.....	56.....			37,815.71	TL
DesPlaines.....	61.....	0.3735	3,877	45,099.10	I-11 pavt., WB mac. base, C&G
DesPlaines.....	64.....			14,867.75	C&G, SS
DesPlaines.....	65.....	2.1090	37,580	59,146.50	I-11 pavt.
DesPlaines.....	66.....	0.5429	9,225	264,706.20	I-11 pavt., C&G
Diamond.....	2.....	1.3941	12,976	312,681.27	A-3 treat., ty. B base
Dixon.....	42-L.....	0.0767	811	51,716.52	I-11 pavt. wid., PCC base wid., TL, SL
Dixon.....	43-CG.....			37,435.75	C&G, sidewalk.
Dolton.....	40.....			36,742.97	SS
Dolton.....	41.....	0.5866	11,878	363,488.35	I-11 pavt., C&G
Downers Grove.....	27-SS.....			28,362.25	SS
Dwight.....	16-B.....			34,231.70	Bridge
East Dundee.....	15.....	0.2371	3,909	7,039.25	I-11 pavt.
East Peoria.....	54.....	0.2794	4,653	329,959.55	B-5 surf., ty. B base, C&G
East Peoria.....	55.....	2.6909	62,902	3173,579.51	B-5 surf., ty. B base, C&G, SS
East Peoria.....	56.....	0.3816	7,760	321,736.28	B-5 surf., ty. B base, C&G
East Peoria.....	59.....	0.2941	5,971	324,684.70	B-5 surf., ty. B base, C&G
East St. Louis.....	38-Q.....	1.0327	33,436	107,795.20	I-11 pavt., C
East St. Louis.....	78-1-TL.....			698.00	TL rehab.
East St. Louis.....	90-TL.....			2,605.56	TL rehab.
East St. Louis.....	100.....	0.4957	10,822	231,561.46	PCC pavt., C, sidewalk, SS
East St. Louis.....	101-Q.....	0.3164	6,747	88,817.13	I-11 pavt., C&G
Effingham.....	24-1.....	0.2020	4,957	67,671.45	PCC pavt., I-11 pavt., C&G
Elgin.....	68-B.....			124,475.79	Bridge
Elgin.....	70.....	1.8314	37,852	65,998.24	I-11 pavt.
Elizabethtown.....	5.....	0.1515	3,064	23,995.05	A-3 treat. ty. A base, C&G, SS
Elk Grove Village...	7.....	0.7434	15,026	36,533.65	I-11 pavt., C&G
Elk Grove Village...	8.....			17,471.50	Paved ditch
Elmhurst.....	73-TL.....			10,480.70	TL
Evanston.....	81.....	5.1595	97,280	192,965.16	I-11 pavt., C&G
Evergreen Park.....	35.....	1.6926	20,364	3374,670.89	I-11 pavt., bit. stab. base, C&G
Flossmoor.....	15.....	0.1983	2,890	13,933.00	I-11 pavt., I-11 bit. conc. base, C&G
Forest Park.....	47.....			9,330.00	SL
Forest Park.....	49.....			41,386.70	TL rehab.
Frankfort.....	5.....	0.2455	3,315	8,495.05	Ty. B base
Freeburg.....	12.....			27,597.00	Oiled earth, C&G, sidewalk, SS



# LOCAL ROADS AND STREETS

TABLE 65.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Freeport.....	46-S.....	6.5532	118,756	169,626.05	B-5 surf.
Galesburg.....	1-Q.....	0.1284	5,045	29,935.00	I-11 pavt., C&G
Galesburg.....	1-2.....			1,792.00	Sidewalk
Galesburg.....	55-1.....	0.1129	1,997	322,276.90	PCC pavt., C&G
Galesburg.....	78-3Q.....	0.3380	8,436	78,996.76	I-11 pavt., I-11 bit. conc. base, C&G
Galesburg.....	94-Q.....	0.5777	14,184	46,286.85	I-11 pavt.
Galesburg.....	96.....	0.3257	7,300	26,480.60	I-11 pavt.
Galesburg.....	97-Q.....	0.1507	2,535	21,072.45	I-11 pavt., PCC base, C
Galesburg.....	98-TL.....			26,047.25	TL rehab.
Galesburg.....	98-1-TL.....			15,479.20	TL, TL rehab.
Galesburg.....	98-2-TL.....			4,189.25	TL rehab.
Galesburg.....	100-Q.....	0.1640	4,000	18,496.95	I-11 pavt.
Galva.....	15.....	0.0967	1,746	313,644.55	B-5 mod. surf., ty. B base, C&G
Geneva.....	31-TL.....			5,851.10	TL
Geneva.....	32-TL.....			9,223.70	TL
Georgetown.....	16.....	0.6381	8,824	23,066.35	I-11 pavt., C&G
Gilman.....	17-Q.....	0.2273	6,259	11,593.00	I-11 pavt.
Glencoe.....	19.....	1.9314	18,780	38,332.60	I-11 pavt.
Glenview.....	31.....	0.7826	11,500	31,743.35	I-11 pavt.
Granite City.....	81-Q.....	0.2062	2,395	28,523.60	I-11 pavt., PCC base
Harrisburg.....	24.....	0.8466	10,182	69,362.25	I-11 pavt., WB mac. base, C&G
Harvard.....	19-T.....	0.4909	9,162	13,804.93	B-5 surf.
Harvey.....	63.....	0.7330	16,779	126,483.94	Mod. plant mix, ty. B base, C&G
Henry.....	12-Q-2.....	0.1990	2,582	1,386.36	A-3 treat.
Henry.....	14.....	0.1673	14,625	21,739.15	A-2 treat., ty. B base
Highland.....	16-Q.....	0.8223	16,564	22,097.70	I-11 pavt.
Highland.....	17-TL.....			25,475.40	TL
Highland Park.....	58-B.....			262,330.90	Pedestrian overpass
Hillcrest.....	2.....	0.3348	5,136	7,187.24	Ty. B surf.
Hillsboro.....	20-Q.....	0.7595	20,000	30,570.65	I-11 pavt.
Hoffman Estates.....	6.....	0.5807	12,870	83,963.20	I-11 pavt., ty. A base, C&G
Homewood.....	32-1.....	1.0994	8,181	51,976.35	Mod. plant mix, SC base, C&G
Itasca.....	13.....	0.1167	1,369	9,546.00	A-3 treat., ty. B base
Jerseyville.....	18-Q.....	0.3589	5,926	14,909.00	I-11 pavt., G
Joliet.....	124.....	0.5819	15,276	154,517.10	I-11 pavt., ty. A base, C&G, SS
Joliet.....	133.....	0.1361	2,705	55,687.51	PCC pavt., C&G
Kankakee.....	168-Q.....	0.3403	6,482	239,346.48	A-3 treat., ty. A base, C&G, SS
Kankakee.....	171-Q.....	0.1516	2,638	8,658.05	A-3 treat., ty. A base, C&G
Kankakee.....	172-Q.....	0.4575	8,500	26,123.60	I-11 pavt., C&G, SS
Kankakee.....	175-Q.....	0.0493	1,027	8,596.60	I-11 pavt., C&G, sidewalk
Kinsman.....	2-FL.....			4800.00	FL
Kirkland.....	3.....	0.0868	465	12,187.88	PCC pavt. wid., C&G, sidewalk
Lacon.....	16-TL.....			7,390.25	TL
LaGrange.....	34.....	0.5531	8,000	36,365.00	I-11 pavt.
LaGrange Park.....	24.....			19,086.40	C&G
Lake Bluff.....	10.....	0.3053	3,761	6,025.72	B-5 surf.
Lake Bluff.....	12.....	0.6601	9,151	46,057.10	B-5 surf., ty. B base wid., C&G
Lake Villa.....	5.....	0.2328	1,097	13,494.65	B-5 surf. wid., ty. B base, C&G, sidewalk
Lansing.....	28.....	1.6920	30,927	69,942.70	I-11 pavt., C&G
LaSalle.....	22.....	1.8750	31,440	291,706.75	I-11 pavt., C&G
Lawrenceville.....	22.....	1.4488	20,730	31,098.68	B-5 surf.
Leland Grove.....	4.....			10,934.00	SS
Lincoln.....	39-RR.....			41,000.00	FL & gates
Lincolnwood.....	11.....			199,386.44	SL
Lisle.....	6-TL.....			3,013.00	TL rehab.
Litchfield.....	9-RR.....			42,763.53	Timber RR crossing, cross bucks
Litchfield.....	10-TL.....			7,027.10	TL
Lockport.....	24-L.....			249,902.35	SL, TL
Lockport.....	26.....	0.0687	402	5,806.15	B-5 surf. wid., ty. B base, C&G
Lombard.....	51.....	6.1337	97,536	3529,372.74	PCC pavt., I-11 pavt., cement aggr. base, C&G
Lombard.....	58.....	1.1815	23,169	45,848.31	I-11 pavt.
Loves Park.....	16-SS.....			42,685.13	SS
Loves Park.....	19-Q.....	0.2802	6,265	52,416.55	B-5 surf., ty. A base, C&G
Lyons.....	28.....	1.3456	17,903	25,576.50	I-11 pavt.
McCullom Lake.....	4.....	0.3049	4,292	13,453.59	A-3 treat., ty. B base
McLean.....	7-G.....	0.2200	2,893	7,122.00	Ty. B base.
McLean.....	7-Q.....	0.2200	2,634	2,038.55	A-3 treat.
McLeansboro.....	10.....	0.0758	1,634	21,872.05	I-11 pavt., PCC base wid., C&G

# LOCAL ROADS AND STREETS

TABLE 65.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Macomb	54	0.7648	12,314	387,423.90	B-5 surf., asph. stab. base, C&G
Macomb	55	0.2943	3,000	16,875.30	I-11 pavt., I-11 bit. conc. base
Magnolia	4	0.2506	3,520	3,629.78	A-3 treat.
Manteno	24-FL			44,000.00	FL & gates
Marion	16-Q	0.3759	8,696	65,270.65	I-11 pavt., ty. A base, C&G
Marion	24	0.2891	5,264	42,980.10	I-11 pavt., WB mac. base, C&G
Markham	18	0.7444	12,965	63,046.61	I-11 pavt., SC base, C&G
Marseilles	20	0.6117	6,820	13,094.55	I-11 pavt.
Matteson	17	1.3147	5,828	3109,605.20	I-11 pavt., I-11 bit. conc. base, C&G
Mattoon	41	0.5747	12,694	122,873.53	I-11 pavt., PCC base wid.
Mattoon	51	0.1290	4,777	34,429.94	I-11 pavt., PCC base wid., C&G
Minonk	17-G	0.1042	1,240	3,390.90	Ty. B surf., grading
Moline	85	0.3589	9,206	82,455.38	PCC pavt., C
Monmouth	33-1-SS			108,913.45	SS
Monmouth	33-2-SS			130,998.75	SS
Morton	44	0.2462	1,810	334,165.60	I-11 pavt., PCC base wid., C&G
Morton	49	0.1759	3,309	314,243.10	B-5 surf., ty. B base, C&G
Morton	51	0.1193	2,240	311,858.40	B-5 surf., ty. B base, C&G
Morton Grove	25.1			36,793.11	TL rehab.
Mounds	6	0.4912	8,222	371,516.98	A-3 treat., ty. A base, WB mac. base, C&G
Mount Prospect	21			19,919.50	TL
Mount Prospect	22	0.2331	2,727	7,887.50	I-11 pavt.
Mt. Carroll	11-S	0.0659	1,942	15,811.00	A-3 treat., ty. B base, C&G
Mt. Vernon	50			3,231.50	Pavt. marking
Mt. Vernon	51-TL			3,535.00	TL rehab.
Mundelein	16	0.1981	4,545	38,586.42	B-5 surf., asph. stab. base, C&G
Mundelein	17	0.2950	5,909	8,539.54	I-11 pavt.
Naperville	31	0.2320	6,480	43,995.00	I-11 pavt., ty. B base, C&G
Niles	19	2.7775	44,927	176,944.00	I-11 pavt., WB mac. base, C&G
Normal	53-Q	0.4278	10,021	370,882.43	I-11 pavt.
Normal	54-Q	0.0460	1,063	13,588.85	I-11 pavt., ty. A base, C&G
North Aurora	14	0.6384	8,284	12,304.30	B-5 surf.
Northbrook	25	0.1660	5,600	72,773.85	I-11 pavt., PCC base wid., C&G
Northbrook	27	0.4148	7,900	67,384.80	TL, SL
North Chicago	63	2.4797	44,527	57,026.10	PCC pavt., C
North Chicago	64	2.7642	48,582	59,160.70	I-11 pavt.
North Chicago	65	0.6818	13,291	91,337.55	I-11 pavt.
North Pekin	13	0.6090	11,815	373,412.09	I-11 pavt., ty. A base
North Riverside	23	0.3842	6,030	60,494.20	B-5 surf., ty. B base, C&G, SS
Oakbrook Terrace	1-B			4,192.00	I-11 pavt., WB mac. base, C&G
Oak Forest	7	0.8842	16,058	3135,803.20	Pipe culvert
Oak Lawn	47			3123,143.50	I-11 pavt., I-11 bit. conc. base, C&G
Oak Lawn	48			3177,557.00	SL
Oak Lawn	49			3146,342.75	SL
Oak Lawn	50	0.2407	5,210	335,614.50	SL
Oak Lawn	51	0.6659	11,875	3100,519.80	I-11 pavt., WB mac. base, C&G
Oak Lawn	52	0.3014	5,795	358,347.45	I-11 pavt., WB mac. base, C&G
Oak Lawn	53	0.4888	9,510	368,375.00	I-11 pavt., C&G, SS
Oak Park	128			25,572.70	I-11 pavt., WB mac. base, C&G
Oak Park	131			19,648.30	TL
Oak Park	132			58,208.25	TL
Oglesby	11	0.4587	7,341	222,535.51	TL
Ottawa	80	0.3202	7,737	379,221.89	I-11 pavt., A-3 treat., PCC & ty. B base wid., C&G
Ottawa	81-TL			7,983.30	PCC pavt., C
Palatine	18			23,371.78	TL
Palos Park	4	0.4985	5,000	19,815.00	TL
Palos Park	5	0.2180	2,048	8,195.00	B-4 surf., ty. B base
Pana	20	0.8225	14,970	42,058.95	B-4 surf., ty. B base
Pana	21	2.0610	38,600	3214,207.60	I-11 pavt.
Pana	24			4,032.95	I-11 pavt., A-2 treat., PCC & ty. A base wid.
Park Forest	37			20,021.25	C&G
Park Forest	39	0.5577	8,484	6,458.85	TL
Park Forest	40			74,398.25	Mod. plant mix
Park Ridge	41			21,358.25	C&G, SS
Park Ridge	43			43,934.90	TL
Park Ridge	46	0.5002	8,200	73,117.29	TL
					I-11 pavt., C&G



# LOCAL ROADS AND STREETS

TABLE 65.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Pecatonica.....	8-L.....			212,317.24	SL
Pekin.....	78.....	0.5559	12,444	355,999.65	B-5 surf., ty. B base
Pekin.....	88.....	0.5009	11,167	349,953.92	B-5 surf., ty. B base, C&G
Pekin.....	89.....	0.4953	11,567	370,287.73	B-5 surf., ty. B base, C&G, SS
Pekin.....	90.....	0.5663	10,717	336,772.96	I-11 pavt., C&G
Pekin.....	91.....	0.5420	10,509	314,820.20	I-11 pavt.
Pekin.....	92.....	0.3312	6,222	330,257.44	B-5 surf., ty. B base, C&G, SS
Pekin.....	93.....	0.6370	14,729	394,074.70	B-5 surf., ty. B base, C&G
Peoria.....	12A-4Q.....	0.1697	5,363	24,173.65	I-11 pavt.
Peoria.....	133-Q.....	0.1256	3,300	317,049.91	I-11 pavt., C, sidewalk
Peoria.....	134-Q.....	0.0732	2,000	311,089.68	I-11 pavt., C
Peoria.....	135-Q.....	0.1348	2,362	314,039.85	I-11 pavt., C, sidewalk
Peoria Heights.....	56.....	0.3426	8,121	345,390.58	I-11 pavt., PCC base wid., C&G
Peoria Heights.....	58.....	0.1992	3,565	316,285.55	B-5 surf., ty. B base, C&G
Peru.....	13-G.....			23,001.55	C&G, PCC base
Peru.....	13-Q.....	0.5132	8,364	17,964.54	I-11 pavt.
Piper City.....	5-Q.....	0.3902	5,827	25,700.00	I-11 pavt.
Plainfield.....	12.....	0.2580	5,665	230,646.47	B-5 surf., ty. B base, C&G
Plano.....	12-SS.....			5,242.40	SS
Pontiac.....	40-Q-1.....	0.2399	5,227	5,146.25	B-5 surf.
Pontiac.....	41-SS.....			35,525.85	SS
Pontiac.....	42-Q.....	0.2540	3,742	25,857.90	A-3 treat., ty. B base
Pontiac.....	43-Q.....	0.4100	6,700	16,848.00	I-11 pavt.
Pontiac.....	44-SS.....			23,799.10	SS
Princeton.....	30-S.....	0.3788	7,960	39,182.95	B-5 surf., asph. stab. base wid., C&G
Princeton.....	31-TL.....			7,082.00	TL
Quincy.....	104.....	0.3451	9,316	62,801.50	I-11 pavt., PCC base wid., C
Quincy.....	115.....	0.6423	17,733	123,412.43	I-11 pavt., PCC base wid., C, TL, SS
Rantoul.....	27.....	0.2402	4,065	30,987.50	I-11 pavt., A-3 treat., ty. B base
Riverdale.....	27.....			29,784.06	SS
Riverdale.....	28.....	0.2358	5,177	30,117.40	Mod. plant mix, I-11 bit. conc. base, C&G
River Forest.....	36.....			6,779.40	TL rehab.
River Forest.....	37.....	1.0402	27,650	94,934.50	I-11 pavt., C&G
River Forest.....	38.....			20,635.00	C&G, sidewalk
River Grove.....	13.....	0.2661	3,800	331,245.90	I-11 pavt., WB mac. base, C&G
Riverside.....	27.....	7.1549	94,750	19,963.80	A-1 & A-2 treat.
Rochelle.....	26.....	0.2490	5,011	44,088.00	I-11 pavt., PCC base wid., C&G
Rochelle.....	26-FL.....			44,014.65	FL & gates
Rochelle.....	27-B.....			26,069.53	Box culvert
Rochester.....	4.....			21,550.80	Oiled earth
Rock Falls.....	31-L.....			43,444.43	SL
Rock Falls.....	37-S.....	0.2364	4,580	36,178.00	B-5 surf., ty. A base, C&G, SS
Rock Falls.....	38-SS.....			47,875.25	SS
Rockford.....	127-1.1.....			835.00	Building removal
Rockford.....	127-2.....	0.0718	2,190	38,411.95	Dual PCC pavt., median, C&G
Rockford.....	180-1-TL.....			61,931.40	TL rehab.
Rockford.....	184.....	0.3583	9,506	127,241.46	PCC pavt., C&G, TL
Rockford.....	187.....			860.00	Building removal
Rockford.....	187.....	0.1227	1,886	27,259.52	B-5 surf., ty. A base, C&G
Rock Island.....	60-S.....	0.4623	12,300	35,496.05	I-11 pavt.
Rock Island.....	61-S.....	5.9849	98,180	3169,549.95	I-11 pavt., C&G
Rockton.....	11-S.....	0.3405	4,924	14,161.82	A-3 treat., ty. B base
Rolling Meadows.....	19.....			327,900.00	Pedestrian overpasses, sidewalk
Rolling Meadows.....	20.....	0.5771	10,500	49,497.25	I-11 pavt., C&G
Rolling Meadows.....	21.....	2.0223	27,974	28,637.65	I-11 pavt.
Rolling Meadows.....	22.....			6,393.00	Sidewalk
Rosiclare.....	6.....	0.1835	2,467	22,106.43	I-11 pavt., ty. A base, C&G
Round Lake Park.....	9.....	0.1446	2,409	12,125.77	B-5 surf., ty. A base, C&G
Rushville.....	10.....	0.2142	5,229	29,488.80	B-5 surf., ty. A base, C&G, sidewalk
St. Anne.....	11-Q.....	0.4980	7,582	13,758.40	I-11 pavt.
Sauk Village.....	2.....	0.2990	4,400	39,479.00	Mod. plant mix, ty. B base, C&G, SS
Schiller Park.....	12.....			8,750.33	SS
Schiller Park.....	13.....	0.4807	4,130	31,664.79	I-11 pavt. wid., pozzo base wid., C&G
Seatonville.....	6-S.....	0.1776	2,101	668.46	A-2 mod. treat.

# LOCAL ROADS AND STREETS

TABLE 65.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Shabbona.....	9-T.....	0.1307	2,853	1,653.28	A-3 mod. treat
Shelbyville.....	9.....	0.0761	1,023	18,617.63	PCC pavt. wid., C&G
Sheldon.....	6-SS.....			5,220.00	SS
Skokie.....	31.....			22,456.25	TL
Skokie.....	45.1.....			38,150.00	SL
Skokie.....	55.....	0.4840	9,102	43,432.17	I-11 pavt., C&G
Skokie.....	56.....	0.2443	4,873	23,475.25	I-11 pavt., C&G
Skokie.....	59.....			20,890.90	TL
Skokie.....	60.....			9,251.95	TL rehab.
Skokie.....	61.....			12,740.00	SL
Skokie.....	62.....			14,216.25	TL rehab.
Skokie.....	63.....	0.8411	17,266	74,955.25	I-11 pavt., C&G
Skokie.....	64.....	0.4883	8,924	<sup>2</sup> 37,742.95	I-11 pavt., C&G
Skokie.....	67.....			13,525.25	TL rehab.
South Chicago Heights.....	16.....	0.3090	6,855	41,344.18	I-11 mod. pavt., ty. B base wid., C&G, SS
South Holland.....	15.....	1.1831	18,642	19,046.82	Mod. plant mix, C&G, sidewalk
Sparta.....	6.....	0.1178	2,041	25,787.45	I-11 pavt., ty. A base, WB mac. base, C&G, SS
Springfield.....	127.....	0.8816	25,910	<sup>3</sup> 244,344.93	I-11 pavt., PCC base wid., C&G, TL
Springfield.....	145.....	0.9972	24,500	<sup>2</sup> 199,558.91	I-11 pavt., ty. A base, C&G
Springfield.....	148.....	0.5406	14,930	<sup>3</sup> 134,273.65	I-11 pavt., ty. A base, C&G
Springfield.....	152.....	0.4812	12,506	<sup>3</sup> 113,968.75	I-11 pavt., ty. A base, C&G
Springfield.....	157-TL.....			17,292.00	TL
Springfield.....	158.....	0.1779	4,654	<sup>3</sup> 41,449.44	I-11 pavt., ty. A base, C&G
Spring Valley.....	23.....	0.1630	2,087	11,262.48	PCC pavt., A-3 treat. ty. B base, C, C&G
Staunton.....	24.....			24,768.87	C&G, SS, sidewalk
Steger.....	15.....			6,570.00	SS
Steger.....	16.....	0.1178	1,380	5,875.30	A-2 treat., ty. B base
Steger.....	17.....			<sup>2</sup> 4,120.70	SS
Sterling.....	50-S.....	0.0649	1,329	12,885.45	I-11 pavt., ty. B base, C&G, SS
Sterling.....	51-S.....	0.5428	12,639	26,623.05	I-11 pavt.
Steward.....	3.....	0.3678	4,876	6,689.55	Ty. B surf.
Stickney.....	9.....			6,580.00	C&G
Stockton.....	15.....	0.1313	2,582	12,679.95	Ty. B surf., C&G
Stone Park.....	6.....			106,468.41	SL
Streator.....	27-Q.....	0.1625	3,961	27,236.55	I-11 pavt., PCC base wid., C&G
Sycamore.....	32.....	0.0521	1,031	16,649.93	I-11 pavt., I-11 bit. conc. base, C&G
Tallula.....	3.....			2,394.00	C&G
Thornton.....	15.....	0.2097	3,760	15,407.50	I-11 pavt., I-11 bit. conc. base, SS
Tinley Park.....	15.....	0.7059	9,109	23,533.50	Mod. plant mix
Tinley Park.....	16.....	0.4676	7,080	8,557.60	I-11 pavt.
Tonica.....	8-Q.....	0.2405	2,756	1,912.85	A-3 treat.
Troy.....	8.....			23,598.31	Oiled earth, C&G, SS
Troy Grove.....	6.....	0.1289	780	1,853.60	Ty. B surf.
Tuscola.....	8-B.....	0.3107	3,280	<sup>2</sup> 35,584.57	Box culvert, ty. B surf.
Urbana.....	116.....	0.7855	22,100	<sup>3</sup> 301,875.40	Dual I-11 pavt., PCC base wid., C&G, median
Verona.....	3.....	0.1146	985	1,869.54	Ty. B base
Villa Park.....	34.....	10.4746	198,060	<sup>3</sup> 949,381.65	PCC pavt., C
Warren.....	6-S.....	0.2473	4,530	27,513.45	A-3 treat., ty. B base, C&G
Watseka.....	24-Q.....	0.0811	1,986	38,997.06	B-5 surf., ty. A base, C&G, SS
Watseka.....	25-Q.....	0.1776	2,862	<sup>2</sup> 13,178.42	B-5 surf., ty. A base, C&G
Waukegan.....	122-TL.....			41,200.45	TL rehab.
Waukegan.....	125-TL.....			17,393.02	TL, SL
Waukegan.....	127.....	0.6600	12,130	19,986.68	I-11 pavt.
Waukegan.....	131.....	1.2473	20,543	59,822.55	I-11 pavt., pozzo base wid.
Westchester.....	24.....	1.1776	19,582	106,505.18	I-11 pavt., PCC & ty. A base, C&G
Western Springs.....	31.2.....			<sup>2</sup> 13,324.00	SL
Westmont.....	21-L.....			<sup>3</sup> 44,994.89	SL
Westmont.....	22.....	0.3210	7,291	16,695.25	I-11 pavt.
Wheaton.....	34.....	0.7994	191,000	129,164.19	I-11 pavt. ty. A base, C&G
Williamsville.....	3.....	0.0476	1,397	13,102.45	I-11 pavt., I-11 bit. conc. base, C&G



LOCAL ROADS AND STREETS

TABLE 65.—Concluded.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Wilmette.....	42.....			74,299.00	SL
Wilmette.....	54.....	0.5156	12,727	73,871.50	I-11 pavt.
Winnebago.....	6-S.....	0.3034	4,548	11,213.16	A-3 treat., ty. B base, C&G
Winnetka.....	41.....	0.6989	9,880	34,046.50	I-11 pavt., C&G
Woodstock.....	37.....	0.5043	7,954	366,941.55	B-5 surf., ty. B base, C&G
Worth.....	14.....			22,456.95	TL
Worth.....	15.1.....			44,741.00	SS
Worth.....	15.2.....			39,040.75	SS
Zion.....	25.....	2.7098	88,977	64,709.40	I-11 pavt., B-5 surf., SC base wid.
Total.....	415.....	175.2127	3,597,263	\$52,238,295.57	

Costs shown in the above tables does not include force account work or the cost of adjusting utility equipment by city forces.

<sup>1</sup> Joint project with McLean County. The amount shown is the full contract price. The amount to be paid with village motor fuel tax funds for this project was not known at the time of table preparation.

<sup>2</sup> Includes work done in conjunction with a county, adjoining municipality, road district, State, or work paid for in part with municipal or private funds. Only the municiplaity's motor fuel tax portion (known at time of table preparation) of the contract price is shown in this table.

<sup>3</sup> Special assessment or bond issue projects. The amount shown in this table is the full contract price. The portion of the cost to be retired with motor fuel tax funds for these projects was not known at the time of table preparation.

<sup>4</sup> Includes work done in conjunction with a railroad. Only the municipality's motor fuel tax portion (known at time of table preparation) of the cost is shown in this table.

Meaning of abbreviations used in this table:

Aggr.	—Aggregate	Rehab.	—Rehabilitation
Asph.	—Asphalt	RR	—Railroad
C	—Concrete Curb	SC	—Soil Cement
C&G	—Combination Concrete Curb and Gutter	Sec.	—Section
Conc.	—Concrete	Secs.	—Sections
FL	—Flashing Light Signals	Sep.	—Separation
G	—Concrete Gutter	SL	—Street Lighting
Hwy.	—Highway	SS	—Storm Sewer
Mac.	—Macadam	Stab.	—Stablized
Mod.	—Modified	Surf.	—Surface
Pavt.	—Pavement	Treat.	—Treatment
PCC	—Portland Cement Concrete	TL	—Traffic Control Signals
Pozzo.	—Pozzolanic	Ty.	—Type
Reconstr.	—Reconstruction	WB	—Waterbound
		Wid.	—Widening

A-1, A-2 mod., A-3, A-3 mod., B-4, B-5, B-5 mod., I-11 and I-11 mod. refer to various types of bituminous surfaces and pavements in the Standard Specifications for Road and Bridge Construction.

TABLE 66.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1965.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Estimated Cost	Type
Centreville.....	3.....			\$37,513.71	Pipe culverts, ditch cleaning
Chicago.....	14 secs.....			148,090.91	Traffic control signals
Chicago.....	27 secs.....			354,618.83	Traffic control signal rehabilitation
Chicago.....	1 sec.....			90,098.48	Cleaning, painting and lighting viaduct
Chicago.....	1 sec.....			85,000.00	Structure repair
Chicago.....	2 secs.....			326,439.86	Street lighting
Chicago.....	1 sec.....			5,225.35	Traffic control warning sign
Chicago.....	1 sec.....			31,521.21	Bridge lighting
Princeton.....	29-S.....	0.4206	8,011	3,239.40	A-3 bituminous surface treat- ment
St. Elmo.....	6-L.....			15,551.60	Street lighting
Totals.....	50.....	0.4206	8,011	\$1,087,299.35	

<sup>1</sup> Project paid for in part with private funds. Only the municipality's motor fuel tax portion of the estimated cost of the improvement is shown in this table.

TABLE 67.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1965.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane (0' to 15')	Two-lane (16' to 24')	Three-lane (25' to 35')	Four-lane or Over (36' or Over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Addison.....						0.26				
Alsip.....						0.31				
Alton.....					0.60					
Alto Pass.....							0.89			
Anchor.....						0.08				
Antioch.....						0.24				
Arlington Heights.....	0.20	0.17		0.50	3.57	0.25				
Arthur.....				0.16						
Aurora.....					0.39	0.56				
Barrington.....	0.08									
Batavia.....						0.43				
Bellwood.....					0.10					
Bloomington.....					0.81	0.34				
Blue Island.....		0.11								
Bridgeport.....					0.12					
Brookfield.....	0.39									
Brooklyn.....							0.33			
Cahokia.....						0.60				
Calumet City.....						0.20				
Centralia.....					0.31					
Champaign.....					0.56					
Charleston.....					0.15					
Chicago.....					3.31	0.23				1
Chicago Heights.....										
Chillicothe.....						0.03				
Clifton.....						0.21				
Collinsville.....				0.03						
County Club Hills.....						0.10				
Crystal Lake.....						0.33				
Dalzell.....						0.17				
Danvers.....						0.12				
Danville.....					2.29	0.22				
Decatur.....				1.13						
DeKalb.....						0.31				
DesPlaines.....					3.30	1.81				
Diamond.....						1.40				
Dolton.....						0.59				



TABLE 67.—Continued.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane (0' to 15')	Two-lane (16' to 24')	Three-lane (25' to 35')	Four-lane or Over (36' or Over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Dover.....						0.46				
Downs.....						0.11				
Dwight.....					0.24					1
East Dundee.....						0.66				
East Peoria.....					1.72					
East St. Louis.....				0.15	0.05					
Effingham.....					1.83					1
Elgin.....					0.05	2.42				
Elmhurst.....						0.17				
Essex.....										
Eureka.....										1
Evanston.....				0.22	1.64	3.74				
Evergreen Park.....						1.69				
Fairbury.....						0.37				
Frankfort.....							0.25			
Freeport.....					1.84	4.72				
Galesburg.....			0.11		1.43					
Galva.....						0.10				
Gardner.....						0.12				
Georgetown.....					0.64					
Gilman.....					0.23					
Glen Ellyn.....						0.44				
Glencoe.....					1.22	0.51				
Granite City.....						0.24				
Grant Park.....		0.21				0.24				
Harvard.....						0.49				
Henry.....						0.20				
Highland.....					0.82	0.13				
Highland Park.....			0.59							
Hillsboro.....					0.76					
Homer.....					0.29					
Hometown.....						0.30				
Itasca.....						0.12				
Jerseyville.....					0.36					
Joliet.....						0.49				
Kankakee.....					0.51	0.15				
Kirkland.....										
LaGrange.....	0.09									
Lake Bluff.....					0.53					
Lansing.....					0.83	0.97				1
						0.86				

LOCAL ROADS AND STREETS

LaSalle.....						1.74	0.04			
Lawrenceville.....						2.47				
Linecln.....						0.52	0.20			
Lockport.....							0.07			
Lombard.....					5.76	1.18	0.37			
Loves Park.....							0.28			
Macomb.....							1.05			
Magnolia.....							0.25			
Marseilles.....						0.61				
Mattoon.....						0.70				
McLeansboro.....						0.08				
Moline.....					0.52					
Morris.....										
Mt. Vernon.....						0.21				1
Mundelein.....						0.30				
Naperville.....							0.20			
Normal.....							0.23			
Norridge.....							1.01			1
North Aurora.....							1.37			
North Chicago.....							0.64			
Northbrook.....						4.88	1.04			
Oak Forest.....						0.17				
Oak Lawn.....							0.84			
Oakland.....						0.12	1.21			
Odell.....										
Oglesby.....							0.14			
Olney.....						0.23	0.23			
Orland Park.....							0.38			
Ottawa.....					0.32		0.61			
Palatine.....						0.28				
Pana.....						1.06	0.66			
Pekin.....						0.57	1.84			
Peoria.....						2.38	2.21			
Peoria Heights.....					0.16	0.34				
Peotone.....										
Peru.....						0.51	0.30			
Petersburg.....										
Plainfield.....							0.37			
Pontiac.....							0.26			
Princeton.....							0.48			
Rantoul.....						0.15	0.80			
Riverdale.....							0.09			
River Forest.....						1.04	0.24			
Riverside.....										
Robbins.....							7.15			
Rochelle.....						0.25	2.51			1
Rock Falls.....										
Rockford.....						1.07	0.24			
Rock Island.....							0.12			
Rolling Meadows.....										
Round Lake Park.....							2.02			
Rushville.....							0.14			
Salem.....							0.21			
Schiller Park.....							0.32			2
Shabbona.....							0.48			
							0.13			



LOCAL ROADS AND STREETS

TABLE 67.—Concluded.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane (0' to 15')	Two-lane (16' to 24')	Three-lane (25' to 35')	Four-lane or Over (36' or Over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
South Holland.....						1.19				
Springfield.....					1.91	1.54				
Steeleville.....						0.21				
Sterling.....					0.54	0.06				
Steward.....							0.37			
Stockton.....							0.13			
Streator.....					0.16					
Sycamore.....					0.17	0.05				
Thomasboro.....										
Tinley Park.....						0.47				
Tonica.....						0.24				
Verona.....							0.12			
Watseka.....						0.18				
Wauconda.....						0.26				
Waukegan.....	0.66				0.66					
Wenona.....						0.34				
Western Springs.....					0.19					
Wheaton.....					0.50	0.30				
Winnebago.....						0.30				
Winnetka.....					0.07	0.63				
Totals.....	11.58	20.49	37.30	43.91	555.56	\$64.99	73.10			810

The above table does not include miscellaneous improvements such as storm sewers, traffic control signals, curb and gutter, street lighting, building removal and small drainage structures.

<sup>1</sup> Includes 0.37 miles of new portland cement concrete pavement widening and 1.21 miles of I-11 bituminous concrete pavement on new portland cement concrete base widening.

<sup>2</sup> Includes 0.28 miles of portland cement concrete pavement.

<sup>3</sup> Portland cement concrete pavement.

<sup>4</sup> Portland cement concrete pavement.

Subclass I-11.....	50.01 miles
Subclass J-2.....	1.07 miles
Total.....	55.56 miles
Subclass I-11.....	26.55 miles
Bituminous road mix.....	0.24 miles
Modified plant mix.....	4.10 miles
Total.....	64.99 miles
Type B surface.....	1.51 miles
Total.....	3.10 miles

5 Includes:  
Subclass B-4..... 1.05 miles  
Subclass B-5..... 3.31 miles  
Subclass B-5 modified..... 0.12 miles

6 Includes:  
Subclass A-2..... 8.99 miles  
Subclass A-3..... 7.83 miles  
Subclass B-5..... 17.18 miles  
Subclass B-5 modified..... 0.10 miles

7 Includes:  
Type A surface..... 0.33 miles  
Type B base..... 1.26 miles

8 Includes 1 pedestrian overpass, 7 bridges and 2 culverts.



TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1965 FOR IMPROVEMENT OF LOCAL RURAL ROADS.

County	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Township Indebtedness	Maintenance	Miscellaneous <sup>2</sup>		
Adams.....	\$627,378.41	\$238,215.22	\$865,593.63	\$83,782.74	\$519.16	\$7,830.41	.....	\$142,801.43	.....	\$234,933.74	\$630,659.89
Alexander.....	52,914.02	46,634.29	99,548.31	960.77	.....	2,519.57	.....	21,361.53	.....	24,841.87	74,706.44
Bond.....	95,565.95	118,517.20	214,083.15	36,349.03	.....	14,480.68	.....	78,589.82	.....	129,419.53	84,663.62
Boone.....	44,604.29	87,037.08	131,641.37	41,525.38	.....	3,961.49	.....	27,440.92	.....	72,927.79	58,713.58
Brown.....	67,601.96	87,481.68	155,083.64	19,231.02	221.21	2,913.41	.....	40,042.89	.....	62,408.53	92,675.11
Bureau.....	237,956.39	239,160.57	477,116.96	191,894.23	.....	10,988.22	.....	41,256.84	.....	244,139.29	232,977.67
Calhoun.....	23,301.13	56,687.58	79,988.71	.....	.....	1,615.21	.....	55,410.93	.....	57,026.14	22,962.57
Carroll.....	57,723.80	122,389.41	180,113.21	54,998.28	.....	7,928.77	.....	80,138.04	.....	143,065.09	37,048.12
Cass.....	129,401.92	92,832.68	222,234.60	36,743.38	300.00	2,968.46	.....	54,157.48	.....	94,169.32	128,065.28
Champaign.....	215,196.92	357,493.39	572,690.31	10,467.31	.....	14,985.00	.....	383,405.83	.....	408,858.14	163,832.17
Christian.....	292,604.45	276,758.66	569,363.11	35,529.95	1,754.90	9,411.40	.....	231,785.72	.....	278,481.97	290,881.14
Clark.....	202,741.12	176,108.90	378,850.02	60,873.44	.....	6,932.52	.....	124,169.79	.....	191,975.75	186,874.27
Clay.....	60,122.15	169,504.89	229,627.04	15,626.51	.....	6,804.12	.....	142,242.04	.....	164,672.67	64,954.37
Clinton.....	60,281.96	139,407.79	199,689.75	.....	.....	5,421.27	.....	157,601.21	.....	163,022.48	36,667.27
Coles.....	87,465.30	175,857.01	263,322.31	3,743.75	.....	.....	.....	177,421.10	\$1,523.51	181,164.85	82,157.46
Cook.....	299,585.34	146,666.61	446,251.95	148,772.48	.....	2,818.26	.....	.....	.....	153,114.25	293,137.70
Crawford.....	140,699.12	151,915.71	292,614.83	11,701.61	1,354.15	3,530.66	.....	88,057.11	.....	104,643.53	187,971.30
Cumberland.....	.....	128,546.57	128,546.57	.....	.....	5,450.74	.....	122,563.63	.....	128,014.37	532.20
DeKalb.....	176,729.76	193,748.91	370,478.67	184,318.09	.....	12,825.26	.....	748.91	.....	197,892.26	172,586.41
DeWitt.....	140,612.20	137,264.99	277,877.19	35,652.66	.....	6,507.19	.....	100,322.42	.....	142,482.27	135,394.92
Douglas.....	47,514.47	148,318.24	195,832.71	.....	.....	9,697.48	.....	134,006.86	.....	143,704.34	52,128.37
DuPage.....	236,503.18	152,823.82	389,327.00	161,468.17	.....	13,338.06	.....	35,089.11	.....	209,895.34	179,431.66
Edgar.....	121,107.42	209,448.38	330,555.80	110,351.01	1,092.10	10,348.81	.....	143,763.85	.....	265,555.77	65,000.03
Edwards.....	44,941.77	73,237.79	118,179.56	28,146.29	.....	3,852.43	\$2,287.83	40,009.43	.....	74,295.98	43,883.58
Effingham.....	129,121.41	162,141.69	291,263.10	.....	.....	4,101.75	.....	154,647.73	.....	158,749.48	132,513.62
Fayette.....	143,308.47	259,144.84	402,453.31	7,250.82	.....	8,639.48	2,655.95	201,261.94	.....	219,808.19	182,645.12
Ford.....	30,901.49	168,957.37	199,858.86	92,949.16	.....	10,810.15	11,253.30	50,806.21	.....	165,818.82	34,040.04
Franklin.....	90,495.10	144,008.89	234,503.99	26,013.81	.....	4,993.45	.....	109,897.15	.....	140,904.41	93,599.58
Fulton.....	384,564.33	219,079.25	603,643.58	206,330.25	.....	6,014.99	.....	58,995.83	.....	271,341.07	332,302.51
Gallatin.....	82,008.96	75,273.63	157,282.59	9,477.53	.....	2,923.20	.....	39,722.21	.....	52,122.94	105,159.65
Greene.....	138,115.60	141,732.95	279,848.55	28,289.07	.....	4,404.56	.....	79,735.59	.....	112,429.22	167,419.33
Grundy.....	96,848.02	122,400.08	219,248.10	113,309.03	.....	6,677.12	.....	18,677.45	.....	138,663.60	80,584.50
Hamilton.....	33,257.47	164,993.09	198,250.56	45,180.09	.....	6,706.90	.....	104,319.14	.....	156,206.13	42,044.43
Hancock.....	277,468.95	261,031.20	538,500.15	58,960.23	1,064.00	32,244.96	.....	97,779.74	.....	190,048.93	348,451.22
Hardin.....	25,053.67	37,523.54	62,577.21	1—164.29	.....	202.84	.....	6,749.56	.....	6,788.11	55,789.10
Henderson.....	95,769.23	101,772.88	197,542.11	38,014.28	.....	2,665.68	.....	70,240.86	.....	110,920.82	86,621.29
Henry.....	273,365.47	249,752.81	523,118.28	64,234.21	.....	11,321.10	.....	114,868.54	.....	190,423.85	332,694.43
Iroquois.....	242,107.25	350,593.44	592,700.69	227,214.09	.....	22,163.41	.....	138,029.27	.....	387,406.77	205,293.92
Jackson.....	160,366.83	136,658.04	297,024.87	24,783.69	8,000.00	4,836.65	.....	87,942.00	.....	127,148.38	169,876.49
Jasper.....	166,693.77	178,280.60	344,974.37	45,519.40	1,586.04	8,274.19	.....	113,931.48	.....	167,725.07	177,249.30
Jefferson.....	78,262.09	209,013.65	287,275.74	18,393.88	.....	9,304.54	.....	201,532.42	.....	229,230.84	58,044.90
Jersey.....	82,167.50	89,553.14	171,720.64	11,040.20	.....	2,972.40	.....	77,000.46	.....	91,013.06	80,707.58



# LOCAL ROADS AND STREETS

Jo Daviess.....	159,362.80	144,656.67	304,019.47	5,409.77	.....	4,548.77	5,202.50	140,687.93	.....	155,848.97	148,170.50
Johnson.....	63,804.65	74,817.98	138,622.63	29,481.97	.....	2,329.58	.....	43,202.76	.....	76,511.94	62,110.69
Kane.....	150,672.80	120,106.65	270,779.45	48,960.60	.....	9,136.99	.....	57,192.65	.....	115,290.24	155,489.21
Kankakee.....	118,142.77	209,820.93	327,963.70	135,864.02	.....	11,559.88	.....	79,493.37	.....	226,917.27	101,046.43
Kendall.....	136,626.87	87,000.06	223,626.93	120,418.02	2,486.00	10,017.63	.....	9,753.68	.....	142,675.33	80,951.60
Knox.....	145,564.78	204,410.88	349,975.66	168,115.50	536.80	6,707.96	.....	28,765.75	.....	204,126.01	145,849.65
Lake.....	146,993.53	112,750.18	259,743.71	75,795.05	.....	10,015.60	.....	19,551.53	852.49	106,214.67	153,529.04
LaSalle.....	266,511.32	345,810.98	612,322.30	297,726.29	.....	23,768.80	7,000.00	14,585.45	.....	343,080.54	269,241.76
Lawrence.....	103,423.14	121,172.24	224,595.38	22,903.50	.....	6,087.16	.....	80,479.64	.....	109,470.30	115,125.08
Lee.....	178,910.07	212,449.08	391,359.15	172,143.82	.....	18,731.38	.....	52,122.12	.....	242,997.32	148,361.83
Livingston.....	281,904.69	381,114.44	663,019.13	289,068.45	.....	9,868.01	30,000.00	48,675.30	.....	377,611.76	285,407.37
Logan.....	127,267.75	183,877.27	311,145.02	64,521.29	1-373.65	3,952.40	.....	23,501.08	.....	91,601.12	219,543.90
McDonough.....	159,225.20	193,404.98	352,630.18	9,271.52	.....	5,158.01	.....	126,726.15	.....	141,155.68	211,474.50
McHenry.....	231,979.28	162,325.78	394,305.06	176,393.06	.....	8,262.00	.....	32,305.15	.....	216,960.21	177,344.85
McLean.....	78,798.59	350,970.15	429,768.74	281,192.69	.....	19,284.67	.....	58,268.19	.....	358,745.55	71,023.19
Macon.....	158,057.90	202,627.02	360,684.92	22,941.18	375.00	9,258.32	.....	170,863.59	.....	203,438.09	157,246.83
Macoupin.....	136,982.95	250,505.92	387,488.87	.....	.....	11,568.63	.....	231,371.88	.....	242,940.51	144,548.36
Madison.....	324,090.06	215,914.05	540,004.11	.....	.....	14,566.11	.....	154,267.05	.....	170,544.03	369,460.08
Marion.....	19,009.53	194,955.96	213,965.49	1,710.87	.....	4,123.11	.....	184,366.98	.....	193,954.87	20,010.62
Marshall.....	90,017.65	105,877.15	195,894.80	2,359.37	.....	7,162.39	.....	38,608.45	.....	110,043.07	85,851.73
Mason.....	150,918.75	151,420.84	302,339.59	67,311.51	75.00	3,287.79	.....	56,787.24	.....	107,438.79	194,900.80
Massac.....	11,842.65	70,027.95	81,870.60	43,414.16	.....	4,218.50	.....	16,994.98	.....	56,947.72	24,922.88
Menard.....	125,458.92	92,425.57	217,884.49	36,664.95	.....	7,288.90	.....	63,544.01	.....	94,380.46	123,504.03
Mercer.....	214,339.54	169,731.76	384,071.30	26,617.95	.....	3,053.89	.....	71,476.07	.....	163,835.87	220,235.43
Monroe.....	46,279.93	97,525.27	143,805.20	85,070.90	.....	6,317.87	.....	94,704.58	.....	101,304.50	42,500.70
Montgomery.....	131,126.10	238,418.05	369,544.15	3,546.03	.....	3,617.87	.....	192,345.52	.....	198,663.39	170,880.76
Morgan.....	164,605.99	169,095.99	333,701.98	69,450.74	6,283.15	9,676.62	.....	73,207.90	2,541.34	161,159.75	172,542.23
Moultrie.....	131,086.57	123,804.09	254,890.66	13,111.24	.....	3,599.66	.....	93,642.64	.....	110,353.54	144,537.12
Ogle.....	179,685.66	213,662.88	393,348.54	90,767.02	.....	12,384.34	.....	18,208.03	.....	121,359.39	271,989.15
Peoria.....	323,689.65	168,899.11	492,588.76	148,882.96	2,976.74	12,387.60	.....	27,271.49	.....	191,518.79	301,069.97
Perry.....	98,368.77	117,705.28	216,074.05	8,032.22	.....	3,463.26	.....	95,544.54	.....	107,040.02	109,034.03
Piatt.....	163,604.75	150,211.65	313,816.40	32,884.47	.....	4,126.90	.....	119,657.99	.....	156,669.36	157,147.04
Pike.....	488,045.56	240,286.25	728,331.81	73,399.71	1,425.15	21,395.20	.....	92,303.18	.....	188,523.24	539,808.57
Pope.....	82,909.35	71,775.62	154,684.97	69,922.96	.....	7,555.65	.....	24,643.53	.....	102,122.14	52,562.83
Pulaski.....	40,266.71	56,820.71	97,087.42	38,944.72	.....	2,778.88	.....	37,790.53	.....	79,514.13	17,573.29
Putnam.....	53,574.02	44,531.19	98,105.21	31,852.21	.....	1,585.76	.....	7,051.25	.....	40,489.22	57,615.99
Randolph.....	162,649.73	142,792.29	305,442.02	57,228.77	.....	6,030.84	.....	91,572.16	.....	122,574.19	182,867.83
Richland.....	112,760.95	140,490.43	253,251.38	24,971.19	.....	1,502.61	.....	63,705.93	.....	122,437.31	130,814.07
Rock Island.....	115,801.28	95,790.69	211,591.97	57,228.77	.....	4,206.71	.....	68,440.56	.....	102,476.08	109,115.89
St. Clair.....	481,520.59	181,052.04	662,572.63	29,828.81	11,418.33	4,342.01	.....	83,814.14	.....	225,899.79	436,672.84
Saline.....	193,570.55	125,685.82	319,256.37	126,325.31	.....	3,527.52	.....	22,670.31	.....	33,662.98	285,593.39
Sangamon.....	456,429.29	263,461.46	719,890.75	150,562.08	7,320.23	21,101.31	.....	180,459.64	.....	359,443.26	360,447.49
Schuyler.....	246,424.11	128,052.95	374,477.06	17,960.60	.....	4,420.29	.....	110,722.05	.....	133,102.94	241,374.12
Scott.....	246,838.46	67,070.55	313,909.01	43,487.38	.....	7,326.06	.....	19,401.64	.....	70,215.08	243,693.93
Shelby.....	109,073.51	284,988.14	394,061.65	6,719.86	.....	8,040.99	.....	254,723.93	.....	269,484.78	124,576.87
Stark.....	64,171.20	84,886.87	149,058.07	21,556.05	.....	3,921.35	.....	48,661.15	.....	74,138.55	74,919.52
Stephenson.....	160,169.46	189,493.68	349,663.14	151,999.74	.....	26,830.14	.....	56,538.77	.....	235,368.65	114,294.49
Tazewell.....	221,515.32	199,572.43	421,087.75	165,205.92	.....	270.13	.....	41,264.15	.....	206,740.20	214,347.55
Union.....	41,989.41	87,186.66	129,176.07	1-657.44	.....	779.82	.....	37,197.90	.....	37,320.28	91,855.79
Vermilion.....	306,408.43	295,439.14	601,847.57	172,885.69	409.56	14,381.36	.....	53,381.71	.....	241,058.32	360,789.25
Wabash.....	79,486.85	67,239.89	146,726.74	32,162.75	.....	3,609.28	.....	42,262.27	.....	78,034.30	68,692.44



LOCAL ROADS AND STREETS

TABLE 68.—Concluded.

County	Balance Available Jan. 1, 1965	Allotted During 1965	Total Available During 1965	Disbursed for						Total Disbursed During 1965	Balance on Hand Dec. 31, 1965
				Construction	Right-of-way	Engineering	Township Indebtedness	Maintenance	Miscellaneous <sup>2</sup>		
Warren.....	142,955.42	178,885.83	321,841.25	106,747.92	.....	8,061.67	.....	84,272.70	.....	199,082.29	122,758.96
Washington.....	190,316.92	153,533.69	343,850.61	314.57	.....	5,759.41	.....	106,844.36	.....	112,918.34	230,932.27
Wayne.....	268,732.89	259,346.56	528,079.45	57,524.02	.....	10,086.60	.....	185,937.28	.....	253,547.90	274,531.55
White.....	92,642.61	180,815.02	273,457.63	20,779.09	.....	6,513.85	.....	181,791.33	.....	209,084.27	64,373.36
Whiteside.....	157,836.13	186,637.31	344,473.44	12,838.63	.....	3,268.11	1,199.90	83,058.01	.....	100,364.65	244,108.79
Will.....	553,679.24	271,907.48	825,586.72	177,635.03	2,311.80	27,714.01	.....	69,225.71	.....	276,886.55	548,700.17
Williamson.....	269,976.48	134,174.83	404,151.31	.....	.....	2,086.63	.....	71,082.84	.....	73,169.47	330,981.84
Winnebago.....	167,160.41	140,556.76	307,717.17	53,749.80	.....	2,020.82	.....	11,907.89	.....	68,761.51	238,955.66
Woodford.....	82,692.44	161,666.19	244,358.63	124,145.21	.....	7,500.94	.....	17,300.00	1,083.00	148,946.15	95,412.48
Total.....	\$16,400,379.57	\$16,869,605.75	\$33,269,985.32	\$6,614,518.40	\$43,135.67	\$806,145.99	\$67,599.48	\$8,814,723.08	\$7,497.97	\$16,353,620.59	\$16,916,364.73

<sup>1</sup> Transferred from funds certified prior to 1965.

<sup>2</sup> District's contribution to Illinois Municipal Retirement Fund or Social Security.

# LOCAL ROADS AND STREETS

TABLE 69.—ROAD DISTRICT CONSTRUCTION APPROVED DURING 1965.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges <sup>1</sup>	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams.....			5.18	\$69,844.76				\$13,375.06
Bond.....			2.01	19,396.72	1.43	\$5,922.52	1	23,435.30
Boone.....	6.57	\$37,693.48						
Brown.....			1.33	14,909.77				
Bureau.....	13.78	110,073.60	3.68	71,993.34				
Carroll.....			6.11	50,899.66			1	26,339.40
Cass.....			1.60	19,938.93	1.40	16,766.63		
Champaign.....			2.03	10,575.70				
Christian.....					0.63		2	71,106.98
Clark.....			4.27	32,535.60				8,299.44
Clay.....			3.07	16,865.55				
Coles.....								3,743.75
Cook.....	9.93	136,655.95	1.25	10,909.72				
DeKalb.....	14.97	105,055.16	5.28	90,934.37			2	32,495.70
DeWitt.....			4.19	36,237.51				
DuPage.....	7.11	190,214.07						
Edgar.....	1.01	3,771.75	6.03	43,440.15			5	122,851.11
Edwards.....			6.34	34,772.53				
Fayette.....			2.25	20,804.16				
Ford.....	8.83	67,158.65	12.23	58,348.31	2.98	4,072.50		
Franklin.....			2.41	23,310.40				
Fulton.....	0.57	27,011.60	8.29	179,404.28				
Gallatin.....			2.72	18,206.54				
Greene.....			4.33	29,150.40				11,318.99
Grundy.....	8.93	44,535.52	8.58	81,177.27				6,000.00
Hamilton.....			7.74	40,037.52				5,425.36
Hancock.....	3.46	8,764.20	7.16	76,793.55				
Henderson.....			5.06	29,255.50			1	29,005.20
Henry.....			5.59	56,089.35	0.99	4,126.18		
Iroquois.....			40.30	229,838.19			3	58,636.14
Jackson.....			3.41	29,522.25				
Jasper.....			9.14	60,677.25				
Jefferson.....					4.44	19,120.48		2,357.00
Jersey.....			2.33	11,185.60				
JoDavies.....			1.03	2,948.00	1.03	2,476.22		
Johnson.....			2.87	23,521.70				9,123.58
Kane.....			2.69	45,433.42				
Kankakee.....	4.77	29,032.06	9.63	123,733.98				24,288.06
Kendall.....	2.01	10,928.55	5.44	111,032.02			1	22,728.70
Knox.....			11.90	93,553.86			6	140,996.59
Lake.....	8.23	48,269.96	1.22	31,750.48				9,467.84
LaSalle.....	22.00	97,325.92	52.00	369,577.70	1.01	1,287.48	1	65,425.60
Lawrence.....			3.53	20,232.69				
Lee.....	3.54	25,433.38	14.70	120,132.49	0.81	7,780.71	2	118,217.50
Livingston.....	8.66	36,952.41	61.33	340,053.29			3	48,980.88
Logan.....	4.86	56,156.20					4	69,935.90
McDonough.....			2.29	9,365.42				
McHenry.....	12.71	114,471.57	4.37	48,138.55				
McLean.....	43.32	206,685.52	11.32	64,132.53			6	105,526.43
Macon.....	0.98	2,702.49	0.14				2	67,306.97
Madison.....								1,710.87
Marshall.....	3.20	22,224.62	7.19	36,946.46			1	33,120.80
Mason.....	5.21	26,409.41			4.20	6,325.81	1	29,790.07
Massac.....			1.42	24,016.69				
Menard.....	2.02	15,326.38			1.38	12,406.26		
Mercer.....			4.56	78,221.77	0.70	15,071.27	2	39,890.26
Monroe.....			0.74	4,200.00				
Morgan.....			2.15	39,483.34	6.01	30,758.80		
Moultrie.....							1	13,247.75
Ogle.....	3.65	19,361.21	3.33	45,891.62				
Peoria.....	1.05	71,237.85	3.92	108,272.07				
Perry.....					2.33	8,489.66		
Piatt.....					4.98	16,367.01	2	50,874.20
Pike.....			5.04	62,535.10			2	76,173.98
Pope.....			9.97	78,759.77				
Pulaski.....			2.18	39,347.38				



LOCAL ROADS AND STREETS

TABLE 69.—Concluded.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges <sup>1</sup>	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Putnam.....	5.80	71,960.61						
Randolph.....			3.97	54,385.59				
Richland.....			10.63	57,233.15				
Rock Island.....			2.56	27,999.97				7,124.90
Saline.....			2.05	23,096.51				
Sangamon.....	0.26	89,822.05	0.68	2,928.00	6.81	55,569.43		
Schuyler.....	0.41		1.61	17,960.60			1	35,851.76
Scott.....			1.60	15,353.13			1	28,134.25
Shelby.....					4.19	11,190.00		
Stark.....			4.98	16,820.00			1	25,224.10
Stephenson.....	4.58	23,837.58	8.07	153,811.15				
St. Clair.....			1.10	16,367.14				107,389.30
Tazewell.....	14.90	115,061.75	4.61	48,868.25				
Vermilion.....	1.47	9,883.58	14.19	107,072.75			4	52,777.26
Wabash.....	1.41	24,763.75	0.90	6,884.70				
Warren.....			19.38	120,925.37	0.50	5,925.27		3,843.00
Washington.....								
Wayne.....			12.63	64,203.76	1.85	6,354.20		
White.....			6.05	27,841.17	0.62	2,337.62		
Whiteside.....			0.19					19,002.28
Will.....	5.40	62,597.41	2.00	73,800.75				
Winnebago.....	11.28	57,436.81						
Woodford.....	24.75	123,101.85						
Total.....	2271.63	\$2,091,916.90	3496.07	\$4,223,887.11	448.29	\$232,348.05	556	\$1,620,542.26

The costs shown in the above table include estimated cost for day labor improvements and contract prices for contract improvements which may not be paid for entirely with motor fuel tax funds.

<sup>1</sup> Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small drainage structures and other incidental work built separately or with the bridge sections.

<sup>2</sup> Includes:

Subclass A-1.....	27.68 miles
Subclass A-2.....	21.62 miles
Subclass A-2 modified.....	5.18 miles
Subclass A-3.....	175.07 miles
Subclass A-3 modified.....	1.03 miles
Subclass B-3.....	1.81 miles
Subclass B-3 modified.....	4.05 miles
Subclass B-5.....	16.29 miles
Subclass I-11.....	1.60 miles
Bituminous road mix.....	17.30 miles
Total.....	271.63 miles

<sup>3</sup> Includes:

Type A surface.....	6.63 miles
Type B base.....	12.59 miles
Type B surface.....	473.40 miles
Asphalt stabilized base.....	2.03 miles
Salt stabilized surface.....	1.42 miles
Total.....	496.07 miles

<sup>4</sup> Includes:

Earth grading.....	7.37 miles
Oiled earth.....	35.71 miles
Road oil.....	5.21 miles
Total.....	48.29 miles

<sup>5</sup> Includes:

Bridges.....	50
Culverts.....	6
Total.....	56

<sup>6</sup> Includes \$17,641.31 for railroad crossing protection projects.

# LOCAL ROADS AND STREETS

TABLE 70.—ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1965.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams.....		3.03		
Alexander.....		0.65		
Bond.....		2.01	3.80	1
Boone.....	6.57	1.26		
Brown.....		4.82		
Bureau.....	11.53	1.14		
Carroll.....		1.94		1
Cass.....		2.45	1.40	1
Christian.....				2
Clay.....		2.94	4.63	
Clinton.....		1.61	2.51	
Cook.....	8.38			
Crawford.....	1.30	1.99		
Cumberland.....		1.18	7.42	
DeKalb.....	11.97	5.28		2
DuPage.....	7.31			
Edgar.....	1.01	5.44		5
Edwards.....		4.35		
Fayette.....		2.62	2.10	
Ford.....	6.84	9.79	4.79	
Franklin.....		4.38	1.06	
Fulton.....		4.10		
Gallatin.....		6.05		
Greene.....		9.90		
Grundy.....	8.92	5.76		
Hamilton.....		14.31		
Hancock.....	3.46	5.37		1
Hardin.....		2.48		
Henderson.....	2.90	0.14		1
Henry.....		6.63	0.99	
Iroquois.....	1.78	40.58		3
Jasper.....	0.73	18.77		
Jefferson.....			1.47	
Jersey.....		1.87		
JoDavie.....		1.03		
Johnson.....		1.16		
Kane.....	0.30	2.38		
Kankakee.....	5.77	9.41		
Kendall.....	2.01	4.40		1
Knox.....		7.88		
Lake.....	8.23	0.72		
LaSalle.....	20.98	42.16	1.98	1
Lawrence.....		8.11		
Lee.....	1.58	9.96		1
Livingston.....	8.66	58.83		2
Logan.....	4.58	1.66		4
McDonough.....		2.29		
McHenry.....	9.52	3.22		
McLean.....	43.31	13.48		2
Macon.....		0.12	12.07	2
Marion.....			3.26	
Marshall.....	3.36	7.13	6.96	1
Mason.....	8.20		1.21	1
Massac.....	3.16			
Menard.....	2.20		2.89	
Mercer.....		1.62	0.70	2
Monroe.....		5.66		
Montgomery.....		0.45		
Morgan.....	1.25	5.33	1.71	
Moultrie.....				1
Ogle.....	3.65	3.73		
Peoria.....	0.50	0.99		



LOCAL ROADS AND STREETS

TABLE 70.—Concluded.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Perry.....			3.08	
Piatt.....			11.47	2
Pike.....		4.81		2
Pope.....		6.46		
Pulaski.....		2.18		
Putnam.....	3.71			
Randolph.....		2.35		
Rock Island.....		2.57		
Sangamon.....		0.68	3.89	
Schuyler.....	0.41	1.61		1
Scott.....		1.74		1
Shelby.....			4.19	
Stark.....		5.98		1
Stephenson.....	4.58	1.80		
St. Clair.....		4.39		
Tazewell.....	10.39	4.63		
Vermilion.....	1.47	14.10		4
Wabash.....	1.41	1.40		
Warren.....		17.53		
Washington.....		1.56		
Wayne.....		14.46	0.84	
White.....		7.82		
Will.....	4.99	3.00		
Winnebago.....	7.91			
Woodford.....	23.71	1.00		
Total.....	1258.36	2464.63	384.42	446

The above table does not include miscellaneous improvements such as small drainage structures.

<sup>1</sup> Includes:	Subclass A-1.....	13.79 miles
	Subclass A-1 modified.....	2.99 miles
	Subclass A-2.....	21.50 miles
	Subclass A-2 modified.....	10.46 miles
	Subclass A-3.....	172.03 miles
	Subclass A-3 modified.....	1.03 miles
	Subclass B-3.....	0.73 miles
	Subclass B-3 modified.....	5.08 miles
	Subclass B-5.....	14.53 miles
	Subclass I-11.....	1.60 miles
	Bituminous road mix.....	14.62 miles
	Total.....	258.36 miles
<sup>2</sup> Includes: .	Type B base.....	4.72 miles
	Type B surface.....	459.91 miles
	Total.....	464.63 miles
<sup>3</sup> Includes:	Oiled earth.....	56.28 miles
	Road oil.....	23.57 miles
	Grading.....	4.57 miles
	Total.....	84.42 miles

<sup>4</sup> Includes 41 bridges and 5 culverts.

LOCAL ROADS AND STREETS

TABLE 71.—COUNTY AND ROAD DISTRICT SPECIAL MAINTENANCE  
PROJECTS APPROVED AND COMPLETED DURING 1965.

County	County			Road District		
	Approved		Completed	Approved		Completed
	Miles	Cost	Miles	Miles	Cost	Miles
Bureau.....						<sup>1</sup> 2.75
Clinton.....	4.2420	\$64,642.00	4.24			
DuPage.....				2.7898	\$35,408.98	1.03
Henry.....	8.5379	92,081.00	8.54			
Kankakee.....	1.3625	19,778.50	1.36			
McLean.....	7.6272	138,874.70	7.62			
Peoria.....	5.1018	71,574.80	5.10			
Putnam.....				0.7770	3,503.45	
Stephenson.....	4.7736	55,979.95	4.77			
Tazewell.....			<sup>1</sup> 6.15			
Will.....				1.0066	19,232.50	
Totals.....	<sup>2</sup> 31.6450	\$442,930.95	<sup>3</sup> 37.78	<sup>4</sup> 4.5734	\$58,144.93	<sup>5</sup> 3.78

The entire cost of all special maintenance improvements shown in this table will be paid for with county and road motor fuel tax maintenance funds.

The costs shown in this table are estimated cost for day labor improvements and contract price for contract improvements.

<sup>1</sup> Miles of improvement completed during 1965 for which the construction was approved prior to 1965.

<sup>2</sup> Includes 10.7063 miles of B-5 bituminous concrete surface and 20.9387 miles of B-5 modified bituminous concrete surface.

<sup>3</sup> Includes 16.85 miles of B-5 bituminous concrete surface and 20.93 miles of B-5 modified bituminous concrete surface.

<sup>4</sup> Includes 3.7964 miles of B-5 bituminous concrete surface and 0.7770 miles of B-3 modified bituminous surface.

<sup>5</sup> Includes 1.03 miles of B-5 bituminous concrete surface and 2.75 miles of B-3 modified bituminous surface.

















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